SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

7

TIME TABLE

FOR THE

RIO GRANDE DIVISION

To Take Effect Sunday, March 4, 1928, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only

J. H. DYER,
General Manager

F. L. BURCKHALTER,
First Assistant General Manager

R. L. RUBY,
Superintendent of Transportation

A. E. SWEET,
Assistant General Manager

L. U. MORRIS,
Superintendent

EASTWARD

BOWIE SUBDIVISION

Time Table No. 7

March 4, 1928

Capacity of Sidings in Car Lengths	SECOND CLASS												FIRST CLASS					Distance from San Francisco		
	428	410	92	326	426	244	242	412	418	312	190	310	2	4	104	12	102			
	Local Freight	Freight	Los Angeles Manifest Frt.	Freight	Freight	San Francisco Manifest Frt.	Manifest Freight	Freight	Local Freight	Freight	Local Freight	Freight	Californian	Golden State Limited	Argonaut	Apache	Sunset Limited			STATIONS
	Leave Thurs. only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Tues. Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard YWFTPBKC		11.40PM	10.15PM	4.00PM	2.54PM	2.15PM	10.50AM	7.17AM	7.00AM	6.23AM	5.30AM	12.20AM	12.45PM	9.40AM	9.00AM	3.00AM	1.35AM	983.9	TO-R	TUCSON 0.8
																		984.7		T. & N. R. R. JCT. 2.7
		11.56PM	11.01PM	4.18	3.10	2.40	11.15	7.33	7.18	6.40	5.50	12.35	f 12.53	9.48	f 9.08	3.09	1.43	987.4		POLVO 3.3
66 P		**12.04AM**	**12.04AM**	4.27	3.18	3.01	11.35	7.41	7.30	6.50	5.58	12.45	f 12.57	9.52	f 9.13	3.15	1.47	990.7		WILMOT 3.1
66 P		12.14	**12.55**	4.37	**3.28**	**3.28**	11.55AM	7.51	7.40	7.00	6.06	**12.55**	f 1.01	9.56	f 9.18	3.21	1.51	993.8		RANKIN 4.8
67 PW		12.26	**1.58**	4.50	3.40	4.06	12.13PM	**8.03**	**8.03**	7.14	6.21	1.18	f 1.09	10.03	f 9.26	3.30	**1.58**	998.6		ESMOND 4.7
66 P		12.42	2.16	**5.06**	3.56	**5.06**	12.41	8.19	8.35	7.35	6.40	1.33	f 1.17	10.10	f 9.34	3.39	2.05	1003.3		VAIL 5.2
66 P		12.57	2.41	5.22	4.11	6.01	1.01	8.34	9.06	7.52	7.01	1.51	f 1.29	10.22	f 9.46	3.51	2.17	1008.5		IRENE 4.1
84 PW		1.20	3.12	5.50	4.34	6.53	1.32	8.57	9.30	8.23	7.16	**2.24**	f 1.37	10.29	f 9.54	3.59	**2.24**	1012.6		PANTANO 3.5
66 P		1.32	3.39	6.02	4.46	7.29	**1.44**	9.09	9.40	8.34	7.31	2.37	f **1.44**	10.35	f 10.02	4.07	2.30	1016.1		BUELL 3.6
66 P		1.43	**4.15**	6.13	4.57	8.01	2.16	9.20	9.50	8.48	7.46	2.49	f 1.52	10.42	f 10.10	**4.15**	2.37	1019.7		AMOLE 3.9
94 81 PYCI		**2.03**	4.47	6.31PM	5.17	8.33	**2.42**	9.40	**10.18**	9.07AM	8.20AM	3.01AM	f 2.01PM	10.50AM	f **10.18**	4.23	2.45	1023.6	TO-R	MESCAL 4.6
66 P		2.13	4.57		5.27	8.43	2.52	9.50	10.34						f 10.24	4.29	2.51	1028.2		CHAMISO 4.4
Yard CWFYPBK		2.22	5.06		5.36	8.52	3.01	9.59	11.45						s 10.37	s 4.42	s 3.04	1032.6	TO	BENSON 3.2
66 P		2.29	5.13		5.43	8.59	3.08	10.06	11.54AM						f 10.44	4.50	**3.10**	1035.8		FENNER 2.7
66 P		**2.45**	5.29		**5.59**	9.15	3.23	10.22	12.09PM						f 10.51	4.59	3.17	1038.5		CURVO 2.5
78 WP		**3.23**	**6.06**		**6.36**	9.52	3.59	**10.59**	12.41						f **10.59**	5.07	**3.23**	1041.0		SIBYL 2.9
66 P		3.35	6.19		6.49	10.05	4.12	11.12	12.56						f 11.05	**5.15**	3.28	1043.9		TULLY 3.4
66 P		3.46	6.30		7.00	10.16	4.23	**11.23**	1.06						f **11.13**	5.23	3.34	1047.3		OCHOA 3.5
66 P		3.59	6.43		7.13	10.29	4.36	11.36	1.16						f 11.21	5.31	3.41	1050.8		LANCHA 3.1
69 68 PY		**4.08**	6.52		7.22	10.38	**4.45**	11.45	**1.34**						f 11.29	5.37	3.47	1053.9	TO	DRAGOON 4.4
86 P		4.21	7.05		7.35	10.51	4.58	11.57AM	1.55						f 11.35	5.44	**3.53**	1058.3		MANZORO 5.6
70 P		4.37	7.21		7.51	11.07	5.14	12.13PM	2.24						s 11.43	5.50	3.59	1063.9	TO	COCHISE 5.7
66 P		4.48	7.32		8.02	11.18	5.25	12.24	2.43						f 11.50AM	5.56	4.05	1069.6		HADO 5.1
70 PYW		4.58	7.42		8.12	11.28	**5.41**	12.34	3.15						s 12.01PM	f 6.04	4.12	1074.7	TO	WILLCOX 4.7
64 P		5.11	7.55		8.25	11.41	5.54	**12.48**	**3.30**						f 12.08	6.12	4.17	1079.4		DRURY 3.2
105 PY		5.23	8.07		8.37	**11.53PM**	6.06	1.00	3.50						f 12.13	6.18	4.21	1082.6		RASO 5.1
68 P		5.33	**8.17**		8.47	**12.11AM**	6.16	1.10	4.16						f 12.20	6.25	4.28	1087.7		ALRICH 3.3
66 P		5.39	8.23		8.53	12.17	6.22	1.16	4.46						f **12.28**	6.30	4.32	1091.0		LUZENA 3.5
66 P		5.46	8.30		9.00	12.24	6.29	1.23	**5.09**						f 12.35	6.35	4.37	1094.5		CHOLLA 3.9
Yard WFYPBKC	7.00AM	6.33	9.14		9.56	1.08	7.13	1.32 2.13	5.30PM						s 1.05	s 6.50	s 4.52	1098.4	TO-R	BOWIE 4.2
66 P	7.10	6.44	**9.25**		**10.08**	**1.20**	7.25	2.25							f **1.11**	6.56	4.58	1102.6		HOLT 4.0
66 P	7.18	6.52	9.32		10.16	1.28	7.33	2.33							f 1.17	7.01	5.03	1106.6		OLGA 3.6
66 P	7.26	6.59	9.39		10.23	1.36	7.41	2.41							f 1.22	7.06	5.08	1110.2		KARRO 4.0
66 WFYPKCB	7.36	**7.11**	9.50		10.32	1.47	7.52	2.50							s 1.27	**7.11**	5.13	1114.2	TO	SAN SIMON 3.4
66 P	7.45	7.36	10.15		10.57	2.12	8.17	3.15							f 1.35	7.17	5.18	1117.6		BAWTRY 4.2
66 P	7.59	**7.50**	10.29		**11.12**	2.26	8.31	3.29							f 1.45	7.27	5.25	1121.8		VANAR 3.2
74 P	8.12	8.02	10.41		11.24	2.38	**8.43**	3.41							f 1.53	**7.35**	5.31	1125.0		CAVOT 3.9
74 68 PY	8.50	8.26	**11.08**		**11.48**	3.02	9.07	**4.04**							f 2.03	7.47	5.41	1128.9	TO	STEINS 3.8
65 P	9.15	8.34	11.16		11.56PM	3.10	9.15	4.12							f 2.10	7.53	5.46	1132.7		MONDEL 3.8
65 P	9.32	8.41	**11.23**		12.03AM	**3.17**	**9.22**	4.19							f 2.15	7.58	5.51	1136.5		CONRAD 4.3
66 P	9.42	8.51	11.33		12.13	3.27	9.32	4.29							f 2.22	8.05	5.57	1140.8		GARY 3.1
66 P	9.50	8.59	11.41		12.21	3.35	9.40	4.37							f 2.27	8.10	6.01	1143.9		PYRA 3.4
I																		1147.3		S. P. R. R. CROSSING 1.0
Yard WFYTPBKC	10.25AM	9.14AM	11.56AM		12.36AM	3.50AM	9.55PM	4.52PM							s 2.37PM	s 8.20AM	s 6.11AM	1148.3	TO-R	LORDSBURG
	Arrive Thurs. only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Tues. Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(164.4)
	(3.25) 14.16	(9.34) 17.18	(13.41) 12.02	(2.31) 15.46	(9.42) 16.94	(13.35) 12.10	(11.05) 14.83	(9.35) 17.15	(10.30) 15.65	(2.44) 14.52	(2.50) 14.01	(2.41) 14.79	(1.16) 31.34	(1.10) 34.02	(5.37) 29.27	(5.20) 30.85	(4.36) 35.73			Time Over District Average speed per hour

Track No. 2

Block Signals

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
12	Any Station	Receive	Hutchinson, Kansas and Amarillo		Daily
102	Any Station	Receive	San Antonio		Daily
12	San Simon	Discharge		From Phoenix only	Daily

Westward trains are superior to trains of the same class in the opposite direction.

Refer to third paragraph of Rule S-90 scheduled time and train orders for eastward first class trains applies at Benson at the first crossover switch east of station and at Bowie at the east switch to the west yard.—No. 2 track, East Yard Bowie, through No. 4 track, to West Lead of East Yard, will be used as siding.—Switch at East end of No. 2 track normal position for No. 2 track.

Between Polvo and Tucson, automatic signals are on the left and signals used by trackmen will be placed on the left of the track in the direction of movement. North Line is Lordsburg-Tucson via track No. 2.

Time Table No. 7

March 4, 1928

Track No. 1 (Tucson–Mescal)

Block Signals

Distance from San Francisco	STATIONS	Distance from Lordsburg	FIRST CLASS 1 Californian Arrive Daily	103 Argonaut Arrive Daily	3 Golden State Limited Arrive Daily	11 Apache Arrive Daily	101 Sunset Limited Arrive Daily	THIRD CLASS 427 Local Freight Arrive Wed. Only	241 Manifest Freight Arrive Daily	91 Los Angeles Manifest Frt. Arrive Daily	243 San Francisco Manifest Frt. Arrive Daily	417 Local Freight Arrive Tues., Thurs., Sat.	189 Local Freight Arrive Mon Wed. Fri.	Capacity of Sidings in Car Lengths
983.9	TO-R TUCSON 0.8	163.1	s 3.50PM	s 7.10PM	s 7.30PM	s 8.30PM	s 3.10AM		10.00PM	8.00AM	11.00AM	4.22PM	5.30PM	
984.7	T. & N. R. R. JCT. 2.7	162.3												
987.4	POLVO 2.8	159.6	f 3.40	7.00	7.20	8.20	3.00		9.32	7.30	10.40	4.01	5.06	
990.2	SOUTH YARD JCT. 3.5	156.8	f 3.35	6.55	7.15	8.15	2.55		9.21	7.20	10.25	3.50	4.55	P
993.7	CRUZ 4.1	153.3	f 3.29	6.49	7.10	8.09	2.49		9.09	7.10	10.10	3.40	4.44	77 P
997.8	RITA 5.9	149.2	f **3.23**	6.43	7.05	8.03	2.43		8.57	7.00	9.55	**3.23**	4.33	77 WP
1003.7	VAIL 3.7	143.3	f 3.14	6.34	6.57	7.54	2.35		8.38	6.40	9.35	3.00	4.19	76 P
1007.4	EMPIRE 5.5	139.6	f 3.08	6.28	6.52	7.48	2.29		8.19	6.20	9.10	2.40	4.03	77 P
1012.9	MARSH 4.8	134.1	f 2.59	6.20	6.45	7.38	2.21		8.01	5.30	8.50	2.27	3.51	68 WP
1017.7	CATALINA 4.6	129.3	f 2.51	6.13	6.39	**7.29**	2.13		**7.29**	4.50	8.25	2.00	3.41	77 P
1023.6	TO-R MESCAL 4.6	124.7	f **2.42**	6.05PM	6.31PM	7.20	2.05		7.01	4.10	7.55	1.25	3.30PM	94 81 YICP
1028.2	CHAMISO 4.4	120.1	f 2.33			7.11	1.56		6.41	3.55	7.30	1.05		
1032.6	TO BENSON 3.2	115.7	s 2.23			s 7.01	s 1.46		6.25	3.42	6.50	12.45		
1035.8	FENNER 2.7	112.5	f 2.09			6.48	1.33		6.10	**3.10**	6.27	12.26		
1038.5	CURVO 2.5	109.8	f 2.03			6.42	1.28		**5.59**	**2.45**	6.16	12.01PM		
1041.0	SIBYL 2.9	107.3	f 1.57			**6.36**	1.23		5.35	2.30	**6.06**	11.51AM		
1043.9	TULLY 3.4	104.4	f 1.52			6.31	1.18		5.17	2.13	**5.15**	11.34		
1047.3	OCHOA 3.5	101.0	f 1.46			6.25	1.12		5.08	2.04	4.50	**11.23** **11.06**		
1050.8	LANCHA 3.1	97.5	f 1.40			6.19	1.06		4.56	1.45	4.30	10.48		
1053.9	TO DRAGOON 4.4	94.4	f **1.34**			6.13	1.00		**4.45**	1.25	**4.08**	10.40		
1058.3	MANZORO 5.6	90.0	f 1.26			6.05	12.53		4.23	1.10	**3.53**	10.30		
1063.9	TO COCHISE 5.7	84.4	s 1.16			5.56	**12.44**		4.08	**12.44**	3.25	10.15		
1069.6	HADO 5.1	78.7	f 1.07			5.48	12.37		3.56	12.21	3.05	9.45		
1074.7	TO WILLCOX 4.7	73.6	s 12.58			f **5.41**	12.30		3.45	12.10AM	2.46	9.30		
1079.4	DRURY 3.2	68.9	f **12.48**			5.34	12.23		**3.30**	11.59PM	2.22	8.37		
1082.6	RASO 5.1	65.7	f 12.43			5.30	12.19		2.58	**11.53**	2.15	8.30		
1087.7	ALRICH 3.3	60.6	f 12.34			5.20	**12.11**		2.38	11.30	2.00	**8.17**		
1091.0	LUZENA 3.5	57.3	f **12.28**			5.15	12.06		2.29	11.22	1.54	8.02		
1094.5	CHOLLA 3.9	53.8	f 12.22			**5.09**	12.01AM		2.17	11.15	1.46	7.55		
1098.4	TO-R BOWIE 4.2	49.9	s 12.13PM			s 5.01	s 11.53PM	10.00AM	**2.07**	11.05	1.35	7.45AM		
1102.6	HOLT 4.0	45.7	f 11.51AM			4.45	11.38	**9.25**	**1.11**	**10.08**	**1.20**			
1106.6	OLGA 3.6	41.7	f 11.46			4.39	11.33	9.09	12.45	9.41	12.56			
1110.2	KARRO 4.0	38.1	f 11.41			**4.34**	11.28	9.02	12.38	9.32	12.44			
1114.2	TO SAN SIMON 3.4	34.1	s 11.35			4.28	11.23	8.54	12.30	9.22	12.35			
1117.6	BAWTRY 4.2	30.7	f 11.29			4.23	11.18	8.11	12.22	9.12	12.28			
1121.3	VANAR 3.2	26.5	f 11.23			4.17	**11.12**	**7.50**	12.13PM	9.04	12.20			
1125.0	CAVOT 3.9	23.3	f 11.18			4.12	11.07	**7.35**	11.57AM	**8.43**	12.01AM			
1128.9	TO STEINS 3.8	19.4	f **11.08**			**4.04**	10.59	7.15	11.45	8.26	**11.48PM**			
1132.7	MONDEL 3.8	15.6	f 11.00			3.56	10.52	6.57	11.33	8.18	11.02			
1136.5	CONRAD 4.3	11.8	f 10.55			3.51	10.47	6.47	**11.23**	8.10	10.52			
1140.8	GARY 3.1	7.5	f 10.49			3.45	10.41	6.37	11.08	7.59	10.44			
1143.9	PYRA 3.4	4.4	f 10.45			3.40	**10.37**	6.30	11.02	7.53	**10.37**			
1147.3	S. P. R. R. CROSSING 1.0	1.0												
1148.3	TO-R LORDSBURG	0.0	10.37AM			3.32PM	10.29PM	6.15AM	10.47AM	7.35PM	10.15PM			
	(163.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Wed Only	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat	Leave Mon., Wed., Fri.	
	Time Over District		(5.13)	(1.05)	(0.59)	(4.58)	(4.41)	(3.45)	(11.13)	(12.25)	(12.45)	(8.20)	(3.00)	
	Average speed per hour		31.50	35.44	39.05	32.83	34.82	13.30	14.54	13.13	12.79	13.05	12.71	

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Refer to third paragraph of Rule S-90 scheduled time and train orders for eastward first class trains applies at Benson at the first crossover switch east of station and at Bowie at the east switch to the west yard.—No. 2 track, East Yard Bowie, through No. 4 track, to West Lead of East Yard, will be used as siding.—Switch at East end of No. 2 track normal position for No. 2 track.

Between Polvo and Tucson, automatic signals are on the left and signals used by trackmen will be placed on the left of the track in the direction of movement.

South Line is Mescal-South Yard Jct. North Line is Lordsburg-Mescal and Tucson-South Yard Jct.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To or Beyond	From or Beyond	Frequency
11	Any Station	Discharge		Hutchinson and Amarillo	Daily
101	Any Station	Discharge		San Antonio and Tucumcari	Daily
103	Any Station	Discharge		East of El Paso	Daily
103	Any station Track No 1. Mescal to Tucson inc.	Discharge		West of El Paso	Daily

EASTWARD

LORDSBURG SUBDIVISION

Time Table No. 7

March 4, 1928

Schedule time and train orders apply at Anapra as follows:
Westward trains—WEST switch of EAST crossover;
Eastward trains—EAST switch of WEST crossover;
(north line)
Eastward trains—EAST switch of EAST crossover.
(south line)

North Line is Lordsburg-Anapra;
South Line is Anapra-El Paso, Octavia St., Pacific Lines.

Capacity of Sidings in Car Lengths	SECOND CLASS											FIRST CLASS						Distance from San Francisco		STATIONS
	242	**412**	**92**	**312**	**310**	**410**	**244**	**414**	**124**	**326**	**426**	**2**	**104**	**4**	**12**	**102**	**8**			
	Manifest Freight	Freight	Los Angeles Manifest Freight	Freight	Freight	Freight	San Francisco Manifest Freight	Local Freight	Local Freight	Freight	Freight	Californian	Argonaut	Golden State Limited	Apache	Sunset Limited	**Mixed**			
	Leave Daily	Leave Daily	Leave Daily	**Leave Daily**	**Leave Daily**	Leave Daily	Leave Daily	Leave Sun. and Friday	Leave Tues. Thurs. Sat	**Leave Daily**	Leave Daily	**Leave Daily**	Leave Daily	**Leave Daily**	Leave Daily	Leave Daily	**Leave Daily**			
Yard WFYTPBKC	**10.21PM**	4.35PM	12.16PM			6.55AM	4.15AM	4.00AM			12.10AM		2.45PM		8.28AM	6.19AM		1148.3	TO-R	LORDSBURG
70 P	10.40	4.46	12.31			7.06	4.35	4.15			12.21		f 2.53		**8.36**	6.27		1153.0		4.7 ULMORIS
66 P	11.00	**5.00**	1.00			7.20	5.11	4.27			12.35		f **3.05**		8.43	6.34		1159.0		6.0 LISBON
70 P	11.28	5.25	1.22			**7.45**	5.45	4.39			1.00		f 3.13		8.52	6.40		1164.4		5.4 HAWKINS
65 WP	11.45PM	5.50	1.41			8.10	6.11	4.50			1.25		f 3.19		8.57	**6.45**		1168.0	TO	3.6 SEPAR
71 P	12.01AM	**6.05**	2.00			8.25	**6.30**	5.03			1.40		f 3.27		9.05	6.52		1173.8	Block Signals	5.8 LADIM
70 P	12.20	6.16	2.15			8.40	**6.58**	5.16			1.55		f **3.35**		9.12	**6.58**		1179.6		5.8 WILNA
71 P	12.31	6.23	**2.33**			8.49	7.10	5.26			2.04		f 3.41		9.17	7.02		1183.5		3.9 QUINCY
70 WP	12.45	**6.32**	**2.55**			9.00	7.30	**5.46**			2.15		f **3.48**		**9.25**	7.08		1188.5	TO	5.0 GAGE
100 P	1.01	6.42	**3.10**			**9.14**	7.46	6.10			2.24		f 3.55		9.32	7.13		1193.2		4.7 MONGOLA
70 P	1.25	6.53	3.30			9.25	8.00	6.25			2.36		f 4.03		9.40	7.20		1199.6		6.4 TUNIS
70 P	1.35	7.00	3.40			9.32	8.19	6.35			2.44		f 4.09		9.45	7.24		1203.3		3.7 PARMA
70	1.43	7.05	3.56			9.37	8.30	6.40			2.50		4.13		9.49	7.27		1206.1		2.8 CAMP CODY
I																		1206.7		0.6 S. P. R. R. CROSSING
																		1207.0	Block Signals	0.3 JC. SW. HERMANAS LINE
Yard PWYBKC	3.06	7.31	**4.10** **4.50**			**9.49** **10.10**	**8.45** **9.01**	**6.53** **10.20**			3.20		s **4.25**		s **10.00**	s **7.39**		1208.0	TO	1.0 DEMING
70 P	**3.20**	7.43	5.16			10.22	9.23	10.32			**3.32**		f 4.34		10.09	7.47		1212.5		4.5 LUXOR
71 P	3.33	7.54	5.40			10.35	9.55	10.45			3.45		f 4.42		10.17	7.55		1218.9		6.4 CARNE
9																		1222.0		3.1 MIESSE (Spur)
70 P	3.45	8.06	6.01			**10.50**	**10.10** **11.00**	**11.00** 11.10			3.57		f 4.52		**10.27**	8.03		1225.7		3.7 MYNDUS
70 WP	3.55	**8.20**	6.15			11.00	11.10	11.35			4.07		f 4.58		**10.33**	**8.08**		1229.6		3.9 AKELA
66 P	4.05	8.30	6.35			11.10	11.20	11.55AM			4.17		f 5.05		10.40	8.13		1233.9	TO	4.3 CAMBRAY
68 P	4.13	8.38	6.59			11.18	11.28	12.38PM			4.25		f 5.11		10.46	8.18		1238.4		4.5 DONA
66 P	4.21	8.46	7.16			11.26	11.43AM	**1.05**			4.33		f 5.17		10.52	8.23		1243.0		4.6 CHAPPEL
80 P	4.34	8.59	7.26			11.44	12.09PM	1.13			4.46		f 5.23		10.58	8.28		1247.4		4.4 ADEN
71 P	4.43	9.06	7.34			11.51	12.25	**1.42**			4.55		f 5.28		11.03	8.33		1251.3		3.9 PRONTO
71 P	4.52	9.12	**7.50**			11.58AM	**12.50**	2.07			5.04		f 5.32		11.07	8.37		1254.6		3.3 KENZIN
70 WFP	5.13	9.34	8.35			12.20PM	**1.04**	2.17			5.25		f 5.39		11.13	**8.43**		1259.4	TO	4.8 AFTON
70 P	5.26	9.45	8.55			**12.37**	1.20	2.27			5.38		f 5.47		11.20	**8.50**		1264.7		5.3 RUTTER
65 P	5.36	9.54	9.04			12.46	1.30	2.37			5.48		f 5.54		11.26	8.56		1269.5		4.8 LANARK
71 P	5.46	**10.03**	**10.03**			12.55	1.40	2.47			5.58		f 6.01		11.32	9.02		1274.5		5.0 VEVAY
67 82 YPW	6.01	10.12	10.29			1.10	2.00	3.07			6.13		f 6.09		**11.39**	9.09		1279.7		5.2 STRAUSS
71 P	6.11	**10.22**	**11.00**			1.21	2.11	3.18			6.23		f 6.18		11.48	9.18		1285.2		5.5 LIZARD
83 P	6.20	10.31	11.21	11.02PM	4.40PM	1.30	2.20	3.35	12.43PM	7.45AM	6.32	10.25PM	f 6.25	5.45PM	11.55AM	9.25	7.00AM	1289.9	TO-R	4.7 ANAPRA
32 P												f					f	1319.1		1.4 BOWEN
2																		1320.1	Block Signals	1.0 BRICK (Spur)
																		1320.9		.8 ICE HOUSE XOVER to T and NO Track 2
I	6.45	10.55	11.46PM	11.27	5.05	1.55	2.45	4.00	1.08	8.10	6.57	10.41	6.41	6.01	12.11PM	9.41	7.25	1322.8	Track 4	1.9 TOWER 6
BK Yard		See No. 2										s 10.45 11.10	s **6.45PM**	s 6.05 6.15	s 12.15 12.30	s 9.45AM	s 7.40AM	1296.0	TO-R	0.5 EL PASO Union Passenger Depot
I																				0.1 TOWER 66
WFCTPY BK Yard	7.00AM	11.10PM	12.01AM	11.42PM	5.20PM	2.10PM	3.00PM	4.15PM	1.23PM	8.25AM	7.12AM	11.20PM		6.25PM	12.40PM			1297.0	TO-R	1.0 EL PASO Octavia Street Pac. Lines
	Arrive Daily	Arrive Daily	Arrive Daily	**Arrive Daily**	**Arrive Daily**	Arrive Daily	Arrive Daily	Arrive Sun. and Friday	Arrive Tues. Thurs. Sat.	**Arrive Daily**	Arrive Daily	**Arrive Daily**	Arrive Daily	**Arrive Daily**	Arrive Daily	Arrive Daily	**Arrive Daily**			(148.3)
	(8.39) 17.17	(6.35) 22.52	(11.05) 13.39	(0.40) 10.05	(0.40) 10.05	(7.15) 20.49	(10.45) 13.82	(8.28) 17.51	(0.40) 10.05	(0.40) 10.05	(7.02) 20.63	(0.30) 13.40	(4.00) 36.82	(0.30) 13.40	(3.57) 37.62	(3.26) 42.90	(0.40) 8.04			Time Over District Average speed per hour

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)	Frequency
12	Any Station	Receive	Hutchinson, Kansas and Amarillo,		Daily
102	Any Station	Receive	San Antonio		Daily

Westward trains are superior to trains of the same class in the opposite direction.

Trains and Engines using T and NO tracks, will be governed by time table of T and NO., El Paso Division.

Refer to third paragraph Rule 90-S schedule time and train orders for eastward first class trains applies at Deming at the crossover switch in front of section house.

Trains having unexpired time orders, or meeting point at Camp Cody must remain West of Eastward distant signal, Deming interlocking plant, three hundred and sixty-three feet East of Mile Post 1206. This is the overlap point for signal at West end of Deming Yard.

Within the limits of El Paso Union Passenger Depot Company's Yard employes are subject to rules and regulations of that Company.

LORDSBURG SUBDIVISION

WESTWARD

	Time Table No. 7 March 4, 1928		Distance from El Paso, Oct. St. (Inc. 2.6 mi. Tower 6-Rio G.)	FIRST CLASS						THIRD CLASS				
				1	103	3	11	101	7	91	413	123	243	241
				Californian	Argonaut	Golden State Limited	Apache	Sunset Limited	**Mixed**	Los Angeles Manifest Freight	Local Freight	Local Freight	San Francisco Manifest Freight	Manifest Freight
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. and Sat.	Arrive Mon. Wed. Fri.	Arrive Daily	Arrive Daily
Block Signals	TO-R LORDSBURG		148.7	s 10.29AM			s 3.24PM	s **10.21**PM		7.20PM	5.45PM		9.58PM	8.58AM
	4.7 ULMORIS		144.0	f 10.17			3.12	10.09		6.52	5.21		9.22	**8.36**
	6.0 LISBON		138.0	f 10.09			**3.05**	10.02		6.39	**5.00**		8.50	8.11
	5.4 HAWKINS		132.6	f 10.02			2.59	9.56		6.28	4.40		7.51	**7.45**
	3.6 TO SEPAR		129.0	f 9.56			2.54	9.51		6.20	4.25		7.35	**6.45**
	5.8 LADIM		123.2	f 9.47			2.46	9.43		**6.05**	3.49		7.10	**6.30**
	5.8 WILNA		117.4	f 9.39			2.38	9.36		5.15	**3.35**		6.59	6.11
	3.9 QUINCY		113.5	f 9.33			**2.33**	9.31		4.30	3.10		6.48	5.59
	5.0 TO GAGE		108.5	f **9.25**			2.26	9.24		**3.48**	**2.55**		**6.32**	**5.46**
	4.7 MONGOLA		103.8	f **9.14**			2.19	9.17		**3.10**	2.30		6.10	5.20
	6.4 TUNIS		97.4	f 9.05			**2.11**	9.09		2.29	**2.11**		5.50	5.06
	3.7 PARMA		93.7	f 8.59			**2.06**	9.04		**2.06**	1.45		5.15	4.55
Block Signals	2.8 CAMP CODY		90.9	8.55			2.02	9.00		1.47	1.37		5.05	4.45
	0.6 S. P. R. R. CROSSING		90.3											
	0.3 JC. SW. HERMANAS LINE		90.0											
	1.0 TO DEMING		89.0	s **8.50**			s 1.58	s 8.56		**1.00**PM **11.59**AM	**12.50**PM **11.40**AM		**4.45** **4.17**	4.27 4.11
	4.5 LUXOR		84.5	f 8.32			1.42	8.40		11.45	11.23		3.50	**3.32** **3.15**
	6.4 CARNE		78.1	f 8.23			1.34	8.32		11.30	11.12		3.32	2.56
	3.1 MIESSE (Spur)		75.0	f										
	3.7 MYNDUS		71.3	f 8.14			1.25	8.24		**11.00** **10.45**	**10.50** **10.22**		3.00	2.20
	3.9 AKELA		67.4	f **8.08**			1.20	**8.20**		**10.33**	10.05		2.45	1.40
	4.3 TO CAMBRAY		63.1	f 7.58			1.15	8.15		10.14	9.57		2.36	1.17
	4.5 DONA		58.6	f 7.52			1.10	8.10		10.06	9.49		2.18	1.06
	4.6 CHAPPEL		54.0	f 7.47			**1.05**	8.05		9.55	9.41		2.10	**12.55**
	4.4 ADEN		49.6	f 7.41			12.59	7.59		9.44	9.23		1.54	12.43
	3.9 PRONTO		45.7	f 7.36			12.54	7.54		9.33	9.04		**1.42**	12.32
	3.3 KENZIN		42.4	f 7.32			**12.50**	**7.50**		9.22	8.58		1.13	12.21
	4.8 TO AFTON		37.6	f 7.26			12.43	7.44		9.11	**8.43**		**1.04**	12.08AM
	5.3 RUTTER		32.3	f 7.20			**12.37**	7.37		**8.50**	8.29		**12.37**	11.56PM
	4.8 LANARK		27.5	f 7.14			12.31	7.31		8.30	8.20		12.10PM	11.44
	5.0 VEVAY		22.5	f 7.08			12.25	7.25		8.20	8.10		11.58AM	11.32
Block Signals	5.2 STRAUSS		17.3	f 7.02			12.19	7.19		8.10	8.00		**11.39**	11.20
	5.5 LIZARD		11.8	f 6.54			12.11	7.10		**7.50**	**7.50**		11.07	**11.00** **10.17**
	4.7 TO-R ANAPRA Junction South Line	Track No. 1	7.1	f 6.48	10.13AM	11.08AM	12.03PM	7.03	f 8.32PM	7.32	7.42	9.17AM	10.42	10.00
	2.0 BRICKLAND (Spur)		5.1											
	1.0 RIO GRANDE (No Siding)	T & NO Track 1	4.1	6.43AM	10.08AM	11.03AM	11.58AM	6.58PM	8.24PM	7.25AM	7.35AM	9.05AM	10.25AM	9.25PM
	Trains and Engines using T and NO tracks, will be governed by time table of T and NO El Paso Division.													
	TOWER 6 Jct. T and NO Tracks 1 and 2	Track No. 1	1.5	6.33AM	9.58AM	10.53AM	11.48AM	6.48PM	8.13PM	7.14AM	7.24AM	8.54AM	10.14AM	9.14PM
	0.4 TO-R EL PASO Union Passenger Depot		1.1	s 6.30 5.35	9.55AM	s 10.50 10.35	s 11.45 11.30	**6.45**PM	8.10PM					
	0.1 TOWER 66 T and NO Crossing		1.0											
	1.1 TO-R EL PASO Octavia Sreet Pac. Lines		0.0	5.23AM		10.23AM	11.18AM			7.00AM	7.10AM	8.40AM	10.00AM	9.00PM
	(148.7)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues. and Sat.	Leave Mon. Wed. Fri.	Leave Daily	Leave Daily
	Time Over District			(4.11)	(0.18)	(0.30)	(3.51)	(3.36)	(0.22)	(11.04)	(8.57)	(0.37)	(11.30)	(10.50)
	Average speed per hour			35.56	20.00	14.40	38.64	41.33	16.36	13.43	16.61	11.67	12.93	13.72

Schedule time and train orders apply at Anapra as follows:
Westward trains—WEST switch of EAST crossover;
Eastward trains—EAST switch of WEST crossover;
(north line)
Eastward trains—EAST switch of EAST crossover.
(south line)

Westward trains are superior to trains of the same class in the opposite direction.

Refer to third paragraph Rule S-90 schedule time and train orders for eastward first class trains applies at Deming at the crossover switch in front of section house. Trains having unexpired time orders, or meeting point at Camp Cody must remain West of Eastward distant signal, Deming interlocking plant, three hundred and sixty-three feet East of Mile Post 1206. This is the overlap point for signal at West end of Deming Yard. Within the limits of El Paso Union Passenger Depot Company's Yard, employes are subject to rules and regulations of that Company. South Line is El Paso (Octavia St.)—Tower 6, North Line is Rio Grande—Lordsburg. Passenger trains with 3200 class engine take water at Separ if engine runs through.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (Or Beyond)	From (Or Beyond)	Frequency
101	Any Station	Discharge		San Antonio and Tucumcari	Daily
11	Any Station	Discharge		Hutchinson and Amarillo	Daily

EASTWARD — DOUGLAS SUBDIVISION — WESTWARD

Capacity of Sidings in Car Lengths	326	188	168	312	186	190	310	2	4	Distance from San Francisco		Time Table No. 7 March 4, 1928	Distance from Douglas	103	3	185	189	187	167
	SECOND CLASS							FIRST CLASS						FIRST CLASS		THIRD CLASS			
	Freight	Ore	Mixed	Freight	Local Freight	Local Freight	Freight	Californian	Golden State Limited					Argonaut	Golden State Limited	Local Freight	Local Freight	Ore	Mixed
	Leave Daily	Leave Daily	Leave Tues. Thurs. Sat.	Leave Daily	Leave Sun. Wed. Fri.	Leave Tues. Thurs. Sat.	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Tues. Thurs. Sat.	Arrive Mon. Wed. Fri.	Arrive Daily	Arrive Mon. Wed. Fri.
94-81 IYPC	**6.31**PM			9.07AM		8.20AM	3.01AM	2.01PM	10.50AM	1023.6		TO-R MESCAL	84.9	6.05PM	**6.31**PM		3.15PM		
76 P	6.40			9.16		8.25	3.10	f 2.05	10.54	1024.5		2.4 MIRAMONTE	82.5	f 5.59	6.27		3.10		
77 WP	6.47			9.23		8.35	3.17	f 2.10	10.59	1028.6		4.1 WHETSTONE	78.4	f 5.54	6.22		3.00		
85 P	7.00			9.36		8.50	3.30	f 2.19	11.07	1035.5		6.9 SAN JUAN	71.5	f 5.44	6.13		2.45		
77 P	7.14			9.48		9.05	3.44	f **2.29**	11.16	1043.1		7.6 BOQUILLAS	63.9	f 5.33	6.03		**2.29**		
P	7.20		2.00PM	9.54	9.15AM	9.15	3.50	2.33	11.20	1046.4		3.3 BENSON JCT.	60.6	5.27	5.59	2.10PM			4.45PM
										1047.8		1.4 S. P. R. R. CROSSING	59.2						
77 WYKPFB	7.35		**2.05**PM	10.10	9.55	9.55	4.05	s 2.45	f 11.30	1048.2		0.4 TO-R FAIRBANK	58.8	s 5.22	f 5.53	**2.05**	**2.05**		4.35PM
73 P	7.50			10.28	10.10	10.10	4.20	f 2.55	11.38	1054.7		6.5 CHARLESTON	52.3	f 5.03	5.41	1.25	1.25		
33 33 WYPK	7.57			**10.40**	**10.40**	**10.40**	4.27	s 3.05	11.43	1058.8	Block Signals	4.1 TO LEWIS SPRINGS	48.2	s 4.56	5.36	1.15	1.15		
79 P	8.09			10.53	10.55	10.55	4.39	f 3.13	11.51	1064.9		6.1 SAN PEDRO	42.1	f 4.45	5.28	12.55	12.55		
78 WP	8.16			11.05	11.20	11.20	4.46	s 3.21	11.56AM	1069.0		4.1 TO HEREFORD	38.0	f 4.37	5.22	12.45	12.45		
76 P	8.35			11.22	11.40AM	11.40AM	5.05	f 3.29	12.04PM	1075.1		6.1 STARK	31.9	f 4.27	5.14	12.25	12.25		
68 68 P	8.52			**11.40**	**12.01**PM **12.51**	**12.01**PM **12.51**	5.22	s 3.39	**12.11**	1080.9		5.8 NACO	26.1	f 4.20	5.07	**12.11**PM **10.45**AM	**12.11**PM **10.45**AM		
69 WYPCB	9.10	**5.00**PM		11.55AM	1.35	1.35	5.40	s **4.00**	s 12.20	1085.0		4.1 TO BISBEE JUNCTION	22.0	s 4.10 **4.00**	s **5.00**	10.30	10.30	3.10PM	
78 P	9.20	5.15		12.04PM	1.47	1.47	5.50	f 4.10	12.28	1089.7		4.7 CROOK	17.3	3.47	4.39	9.40	9.40	2 50	
18	9.27	5.25			1.55	1.55	5.57	f		1093.5		3.8 SILICA (Spur)	13.5	f		9.15	9.15	2.25	
78 WP	9.35	5.40		12.18	**2.10**	**2.10**	6.05	f **4.27**	12.37	1096.9		3.4 FORREST	10.1	f 3.38	**4.27**	9.05	9.05	**2.10**	
78 P	9.50	6.10		12.30	2.25	2.25	6.20	f 4.36	12.46	1104.3		7.4 CALUMET	2.7	f 3.29	4.17	8.40	8.40	1.20	
Yard WFYTBKPC	10.00PM	6.20PM		12.40PM	2.40PM	2.40PM	6.30AM	s 4.42PM	s 12.53PM	1107.0		2.7 TO-R DOUGLAS	0.0	3.24PM	4.12PM	8.30AM	8.30AM	1.00PM	
	Arrive Daily	Arrive Daily	Arrive Tues Thurs. Sat.	Arrive Daily	Arrive Sun. Wed. Fri.	Arrive Tues. Thurs. Sat.	Arrive Daily	Arrive Daily	Arrive Daily			84.9		Leave Daily	Leave Daily	Leave Tues. Thurs. Sat.	Leave Mon. Wed. Fri.	Leave Daily	Leave Mon. Wed. Fri.
	(3.29) 24.35	(1.20) 16.50	(.05) 21.60	(3.33) 23.91	(5.25) 11.18	(6.20) 13.40	(3.29) 24.35	(2.42) 31.44	(2.03) 41.41			Time Over District Average speed per hour		(2.41) 33.07	(2.09) 39.48	(5.40) 10.69	(6.45) 12.57	(2.10) 10.16	(.10) 10.80

Westward trains are superior to trains of the same class in the opposite direction; Except: No. 187 is superior to No. 188.

Schedule time and train orders apply at passenger station Douglas.

Nos. 185 and 186 do mixed train work between Fairbank and Benson Junction in connection with same trains on Benson-Fairbank Branch.

Trains except first class, must move with caution between Douglas and west Switch Calumet and lookout for yard engines occupying main track.

R at Fairbank is for No. 168 and Westward Benson-Fairbank Branch trains only.

Mescal-Douglas is South Line.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	TO (or Beyond)	FROM (or Beyond)	Frequency
103	Any Station	Receive	Yuma		Daily
103	Any Station	Discharge		East of El Paso	Daily
103	Any Station	Discharge	Mescal to Tucson, inc., on Track 1		Daily

EASTWARD

HACHITA SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS						FIRST CLASS			Distance from San Francisco			Time Table No. 7 March 4, 1928	Distance from Hachita	FIRST CLASS			THIRD CLASS					
			326	312	310	126	8	2	4						7	103	3	125					
			Freight	Freight	Freight	Local Freight	Mixed	Californian	Golden State Limited						Mixed	Argonaut	Golden State Limited	Local Freight					
			Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.					
WFYTBKPC Yard			10.50PM	**1.40PM**	7.20AM	7.00AM	8.20PM	4.53PM	1.01PM	1107.0	Block Signals	TO-R	DOUGLAS 4.8	99.3	s 6.50AM	s 3.16PM	s 4.02PM	**1.40PM**					
70 P			11.15	2.02	7.45	7.25	f 8.45	f 5.03	1.10	1111.8			ACACIA 3.9	94.5	f 6.31	3.04	3.50	1.26					
77 P			11.33PM	2.22	8.05	7.45	f 9.02	f 5.10	**1.16**	1115.7			LEE 4.5	90.6	f 6.23	2.58	3.44	**1.16**					
12								f		1120.2			COLLEGE PEAK (Spur) 0.9	86.1									
77 WP			12.05AM	**2.48**	8.40	8.20	f 9.30	f 5.21	1.25	1121.1			CAZADOR 5.5	85.2	f 6.09	**2.48**	3.34	12.48					
77 P			12.20	3.03	8.52	8.35	f 9.45	f 5.30	1.33	1126.6			PERILLA 4.0	79.7	f 5.59	2.39	3.26	12.28					
77 P			12.30	**3.21**	**9.00**	**9.00**	f 9.57	f 5.36	1.39	1130.6		TO	BERNARDINO 7.1	75.7	f 5.44	f 2.34	**3.21**	12.13PM					
77 P			12.45	3.36	9.15	9.30	f 10.15	f 5.46	1.48	1137.7			CHIRICAHUA 9.4	68.6	f 5.28	f 2.25	3.13	11.40AM					
77 WP			1.05	3.54	9.35	10.00	f 10.33	f 5.59	1.59	1147.1			APACHE 5.6	59.2	f 5.03	f 2.13	3.01	11.17					
77 P			1.13	4.05	9.45	10.15	f 10.43	f 6.07	**2.06**	1152.7			MORA 6.0	53.6	f 4.50	**2.06**	2.55	10.50					
55 WPC			1.30	4.21	**10.05**	11.00	s 11.03	s 6.19	2.14	1158.7		TO	RODEO 5.2	47.6	s 4.37	s 1.51	2.48	**10.05**					
77 P			1.40	4.31	10.17	11.15	f 11.14	f 6.27	2.20	1163.9			APAN 6.6	42.4	f 4.13	1.41	2.39	9.45					
45 P			2.05	4.47	10.37	11.35AM	f 11.30	f 6.37	**2.29**	1170.5			PRATT 5.4	35.8	f 4.00	1.32	**2.29**	9.28					
56 P			2.15	4.59	10.50	12.05PM	f 11.40	f 6.45	2.36	1175.9	TO		ANIMAS 5.5	30.4	f 3.47	f 1.26	2.19	9.05					
77 WP			2.30	5.14	11.05	12.20	f 11.52PM	f 6.53	2.43	1181.4			ANTELOPE 6.4	24.9	f 3.34	1.18	2.13	8.35					
55 P			2.43	5.32	11.23	12.40	f 12.03AM	f 7.02	2.51	1187.8			PLAYAS 5.6	18.5	f 3.13	1.10	2.05	8.00					
77 P			**3.01**	5.46	11.36	**1.03**	f 12.16	f 7.11	2.59	1193.4			GRADE 4.7	12.9	f **3.01**	**1.03**	1.58	7.50					
81 P			3.13	6.01	11.48	1.20	f 12.29	f 7.18	3.05	1198.1			VISTA 4.8	8.2	f 2.51	12.56	1.52	7.40					
77 P			3.21	6.09	11.56AM	**1.46**	f 12.38	f 7.25	3.11	1202.9			MINERO 3.4	3.4	f 2.34	12.50	**1.46**	7.30					
WFYBKPC Yard			3.31AM	6.19PM	12.06PM	2.00PM	s 12.50AM	s 7.33PM	s 3.16PM	1206.3	TO-R		HACHITA	0.0	2.25AM	12.45PM	1.41PM	7.20AM					
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily				(99.3)		Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.					
			(4.41)	(4.39)	(4.46)	(7.00)	(4.30)	(2.40)	(2.15)				Time Over District		(4.25)	(2.31)	(2.21)	(6.20)					
			21.20	21.35	20.83	14.18	22.06	37.24	44.13				Average speed per hour		22.48	39.45	42.25	15.68					

Westward trains are superior to trains of the same class in the opposite direction.

Schedule time and train orders apply at passenger stations Douglas and Hachita.

Douglas-Hachita is South Line

Additional Stations:
Silver Creek 1124.2
Pot Hook 1194.8

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or Beyond)	From (or Beyond)	Frequency
7	Pot Hook	Receive or Discharge	Any Station	Any Station	Daily
8	Pot Hook	Receive or Discharge	Any Station	Any Station	Daily
7	Silver Creek	Receive or Discharge	Any Station	Any Station	Daily
8	Silver Creek	Receive or Discharge	Any Station	Any Station	Daily
103	Any Station	Discharge		East of El Paso	Daily
103	Any Station	Receive	Yuma		Daily
103	Any Station	Receive	Mescal to Tucson, inc., on Track No. 1		Daily

NOTE: Flag stops on schedule No. 103 at Animas, Apache, Chiricahua and Bernardino are for revenue passengers only.

No. 2 stop at Pot Hook on request express messenger.

EASTWARD

EL PASO SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS					FIRST CLASS			Distance from San Francisco		Time Table No. 7 March 4, 1928	Distance from Anapra	FIRST CLASS			THIRD CLASS	
	312	310	124	172	326	2	4	8					103	3	7	123	171
	Freight	Freight	Local Freight	Mixed	Freight	Californian	Golden State Limited	Mixed					Argonaut	Golden State Limited	Mixed	Local Freight	Mixed
	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Wednesday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Wednesday Only
WFYBKPC Yard	6.40PM	**12.39**PM	7.00AM	6.45AM	3.45AM	7.38PM	3.24PM	**1.40**AM	1206.3	TO-R	HACHITA	111.4	s **12.39**PM	s 1.35PM	s **1.40**AM	3.55PM	s 6.30PM
56 P	7.07	1.03	7.30	f 7.15	4.12	f 7.50	**3.33**	f 2.12	1212.6		6.3 CONTINENTAL	105.1	12.29	1.25	f 1.17	**3.33**	f 6.10
77 P	7.18	**1.18**	7.45	f 7.30	4.22	f 7.57	3.39	f 2.27	1218.1		5.5 VICTORIO	99.6	12.23	**1.18**	f 1.05	3.14	f 5.48
73 P	7.30	1.32	8.05	f 7.45	4.35	f 8.07	3.48	f 2.42	1225.6		7.5 SAVOYA	92.1	12.15	1.08	f 12.50	2.52	f 5.15
36 WYP	7.45	1.40	8.30	s 8.00AM	4.48	f 8.15	3.54	f 2.54	1230.9		5.3 HERMANAS	86.8	12.07PM	1.01	f 12.32	2.38	5.00PM
77 P	7.56	**1.55**	8.40		4.58	f 8.22	4.00	f 3.04	1236.0		5.1 FORD	81.7	11.59AM	12.55	f 12.18	**1.55**	
55 P	8.09	2.10	9.00		5.12	f 8.31	4.08	f 3.20	1242.9		6.9 MIMBRES	74.8	11.51	12.47	f 12.05AM	1.33	
86 WPC	8.35	2.35	9.50		5.35	s 8.49	4.18	s 3.55	1250.3	TO	7.4 COLUMBUS	67.4	s 11.39	12.35	s 11.40PM	1.00	
77 P	8.46	2.47	10.05		5.48	f 8.58	4.26	f 4.10	1256.8		6.5 MIRIAM	60.9	11.25	12.26	f 11.04	12.36	
78 P	**9.07**	2.59	10.20		6.01	f **9.07**	4.35	f 4.25	1263.6		6.8 ARENA	54.1	11.18	**12.18**	f 10.52	**12.18**PM	
77 P	9.25	3.11	10.32		6.10	f 9.15	4.42	f 4.36	1268.9		5.3 ALTAIR	48.8	11.12	12.12	f 10.42	11.45AM	
75 P	9.34	3.23	10.42		6.20	f 9.23	4.49	f 4.50	1274.5		5.6 MALPAIS	43.2	11.06	12.06	f 10.30	11.20	
78 P	9.41	3.30	**11.01**		6.27	f 9.29	4.54	f 5.02	1278.5		4.0 MONUMENT	39.2	**11.01**	12.01PM	f 10.17	**11.01**	
77 WP	**10.01**	3.42	11.20		6.41	f 9.39	5.03	f 5.25	1285.6		7.1 MT. RILEY	32.1	10.52	11.51AM	f **10.01**	10.37	
78 P	10.12	3.52	**11.44**AM		6.51	f **9.48**	5.10	f 5.45	1291.2		5.6 POTRILLO	26.5	10.46	**11.44**	f **9.48**	10.25	
78 FWP	10.25	4.07	12.01PM		7.08	f 9.59	5.21	f 6.10	1299.0		7.8 NORIA	18.7	10.37	11.34	f 9.20	10.01	
77 P	10.45	4.25	12.22		7.28	f 10.12	5.33	f 6.35	1308.9	Bk. Sigs.	9.9 MASTODON	8.8	10.25	11.21	f 8.50	9.41	
77 P	11.02PM	4.40PM	12 43PM		7.45AM	f 10.25PM	5.45PM	f 7.00AM	1317.7	TO-R	8.8 ANAPRA Junction North Line	0.0	10.13AM	11.08AM	8.32PM	9.17AM	
	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Wed. Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(111.4)		Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Wed. Only
	(4.22) 25.51	(4.01) 27.73	(5.43) 19.48	(1.15) 19.68	(4.00) 27.85	(2.47) 40.02	(2.21) 47.40	(5.20) 20.88			Time Over District Average speed per hour		(2.26) 45.77	(2.27) 45.46	(5.08) 21.70	(6.38) 16.78	(1.30) 16.40

Westward trains are superior to trains of the same class in the opposite direction

Schedule time and train orders apply at passenger station Hachita.

Schedule time and train orders apply at Anapra as follows:

Westward trains—WEST switch of EAST crossover;

Eastward trains—EAST switch of WEST crossover;
(north line)

Eastward trains—EAST switch of EAST crossover.
(south line)

Anapra-Hachita is South Line.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	TO (or Beyond)	FROM (or Beyond)	Frequency
103	Any Station	Discharge		East of El Paso	Daily
103	Any Station	Receive	Mescal to Tucson, inc., on Track No. 1		Daily
103	Any Station	Receive	Yuma		Daily

DOUGLAS SUBDIVISION
BISBEE BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 182 Ore	 184 Local	Distance from San Francisco			Time Table No. 7 March 4, 1928 STATIONS	Distance from El Paso	THIRD CLASS 183 Local	 181 Ore
	Leave Daily	Leave Daily Except Sun.						Arrive Daily Except Sun.	Arrive Daily
Yard WYPBC	3.10PM	10.10AM	1085.0	TO-R		BISBEE JUNCTION	239.1	10.55AM	4.35PM
						3.2			
	3.25	10.20	1088.3			CORTA	242.3	10.45	4.20
						1.5			
Yard YWP	3.40PM	10.30AM	1089.8	R	Block Signals	DON LUIS	243.8	10.35AM	4.10PM
						1.0			
20 17 W			1090.8			GALENA	244.8		
						0.9			
18 11 WPC			1091.7			LOWELL	245.7		
						1.2			
14 KPB			1092.9	TO		BISBEE	246.9		
	Arrive Daily	Arrive Daily Except Sun				(7.8)		Leave Daily Except Sun.	Leave Daily
	(0.30) 9.40	(0.20) 14.10				Time Over District Average speed per hour		(0.20) 14.10	(0.22) 12.81

East leg of wye at Bisbee Junction is main track of Bisbee line.
Both east and west wye switches at Don Luis will be kept lined for Don Luis yard.
Only Nos. 182 and 184 register at Don Luis.

DOUGLAS SUBDIVISION
BISBEE BRANCH LOWELL CUT OFF

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 7 March 4, 1928 STATIONS	Distance from El Paso
	1088.3	CORTA	242.3
		1.3	
13	1089.6	WARREN (Spur)	243.6
		1.5	
18 11 PWC	1091.7	LOWELL	245.7
		(2.8)	
		Time Over District Average speed per hour	

HACHITA SUBDIVISION
COCHISE-DOUGLAS BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 170 Mixed	Distance from San Francisco		Time Table No. 7 March 4, 1928 STATIONS	Distance from El Paso and distance from Cochise	SECOND CLASS 169 Mixed
	Leave Mon. Wed. Fri.					Arrive Tues. Thurs. Sat.
WFYTBKPC Yard	8.00AM	1107.0	TO-R	DOUGLAS	217.1	s 12.33PM
				19.5		
12	f 9.09	1104.1		McNEAL	234.6	s 11.15AM
				5.6		
10	f 9.35	1098.5		ELFRIDA (Spur)	240.2	f 11.00
				3.3		
4	f 9.50	1095.2		WEBB (Spur)	243.5	f 10.40
				2.9		
12 11 YPW	10.10 s 10.52	1092.3	TO-R	KELTON S. P. R. R. Crossing	246.4 28.4	10.20 s 9.42
				6.9		
11	f 11.20	1085.4		MIDWAY (Spur)	21.5	f 9.20
				5.7		
40 YP	s 11.40AM	1079.7	TO	PEARCE	15.8	s 9.00
				8.3		
38 WP	f 12.05PM	1071.4		SERVOSS	7.5	f 8.30
				7.5		
Yard BFYP	s 12.37PM	1063.9	TO-R	COCHISE	0.0	8.00AM
	Arrive Mon. Wed. Fri.			(59.7)		Leave Tues. Thurs. Sat.
	(3.55) 15.24			Time Over District Average speed per hour		(3.55) 15.24

Midway Spur can not be used

HACHITA SUBDIVISION
COURTLAND BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 178 Mixed	Distance from San Francisco		Time Table No. 7 March 4, 1928 STATIONS	Distance from El Paso	THIRD CLASS 179 Mixed
	Leave Tues. Thurs.					Arrive Tues. Thurs.
12 11 WYP	9.45AM	1092.3	TO-R	KELTON	246.4	s 10.16AM
				2.8		
32 Y	f 9.53	1095.4		GLEESON JCT.	249.2	f 10.08
				1.7		
26 YP	s 10.00AM	1097.1		COURTLAND	250.9	10.01AM
	Arrive Tues. Thurs.			(4.5)		Leave Tues. Thurs.
	(.15) 18.00			Time Over District Average speed per hour		(.15) 18.00

HACHITA SUBDIVISION
GLEESON BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS 176 Mixed	Distance from San Francisco		Time Table No. 7 March 4, 1928 STATIONS	Distance from Cochise	THIRD CLASS 177 Mixed
	Leave Mon. Wed. Fri.					Arrive Mon. Wed. Fri.
12 11 WYP	10.12AM	1092.3	TO-R	KELTON	28.4	s 10.49AM
				3.2		
24	f 10.21	1095.5		HOLMES	31.6	f 10.40
				3.0		
9 YP	s 10.30AM	1098.5		GLEESON	34.6	10.31AM
	Arrive Mon. Wed. Fri.			(6.2)		Leave Mon. Wed. Fri.
	(0.18) 20.66			Time Over Dstrict Average speed per hour		(0.18) 20.66

Westward trains are superior to trains of the same class in the opposite direction.

HACHITA SUBDIVISION

LORDSBURG-HACHITA, AND CLIFTON BRANCHES

EASTWARD **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS	Distance from San Francisco	Time Table No. 7 March 4, 1928	Distance from El Paso	SECOND CLASS
	174 Mixed Leave Daily		STATIONS		175 Mixed Arrive Daily
WFYBKFCP Yard	7.00AM	1206.3	TO-R HACHITA 6.5	117.8	s 1.15PM
11	f 7.15	1179.2	BAKER (Spur) 10.7	124.3	f 12.40
54 WP	f 7.40	1168.5	BROCKMAN 10.6	135.0	f 12.01PM
56	f 8.05	1157.9	ROBERT 9.6	145.6	f 11.30AM
40	f 8.30	1148.3	OIL SIDING 1.0	155.2	f 11.00
I		1147.3	S. P. R. R. CROSSING 0.2	156.2	
53		1147.5	NORTH LINE JUNCTION 1.2	156.4	
WPYTBKFC Yard	s 9.20 10.30	1148.3	TO-R LORDSBURG 9.8	157.6	10.35 s 9.50
52	f 10.55	1156.2	VEITCH 9.1	165.1	f 9.23
43 P	f 11.15	1165.3	SUMMIT 5.5	174.2	f 9.01
35	f 11.27	1170.8	FOSTER 5.4	179.7	f 8.48
39	f 11.39	1176.2	THOMSON 4.7	185.1	f 8.35
7	f 11.50AM	1180.9	FRANKLIN 3.4	189.8	f 8.24
50 WP	¶s 12.35PM	1184.3	TO DUNCAN 2.6	193.2	s 8.16
15	f 12.43	1186.9	FOX 5.7	195.8	f 8.03
51	f 12.57	1192.6	SHELDON 6.5	201.5	f 7.49
43	f 1.15	1199.1	YORK 6.1	208.0	f 7.31
16 26 22 WP	f 1.34	1205.2	GUTHRIE 4.6	214.1	f 7.12
23 P	f 1.51	1209.8	SOUTH SIDING 1.6	218.7	f 6.55
17	f 1.56	1211.4	NORTH SIDING (Spur) 2.8	220.3	f 6.50
25 P	f 2.35	1214.2	SMELTER 2.1	223.1	f 6.41
WTPBKC Yard	s 2.50PM	1216.3	Bk. Sigs { TO-R CLIFTON	225.2	6.30AM
	Arrive Daily		(109.7)		Leave Daily

Automatic Block Signals Clifton extend between M. P. 225.42 and 224.80. Derails and fouling points on connecting tracks are not connected to signals. Westward trains take full tank water at Brockman and messengers in charge of dead engines towed by trains in either direction take full tank water on dead engines at Brockman.

(6.40) .... Time Over District .... (6.00)
16.45 .... Average speed per hour 18.28

Lordsburg is on North Main Line. All trains and engines must move between North Line Jct. and Lordsburg with caution expecting to find track occupied. Nos. 174 and 175 stop at Muir, MP 142, and at Centre St., Clifton, for passgrs.

HACHITA SUBDIVISION

VALEDON BRANCH

EASTWARD **WESTWARD**

Capacity of Sidings in Car Lengths	Distance from San Francisco	Time Table No. 7 March 4, 1928 STATIONS	Distance from El Paso
40	1148.3	OIL SIDING 3.2	155.2
7	1150.1	SHAKESPEARE (Spur) 0.6	158.2
4	1150.7	LAWRENCE (Spur) 0.5	158.8
3 P	1151.2	VALEDON	159.3
		(4.3)	

Yard limits of Oil Siding include Valedon Line.

DOUGLAS SUBDIVISION

TOMBSTONE BRANCH

EASTWARD **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS	Distance from San Francisco	Time Table No. 7 March 4, 1928	Distance from El Paso	SECOND CLASS
	166 Mixed Leave Daily Ex. Sunday		STATIONS		165 Mixed Arrive Daily Ex. Sunday
8 FWYPKB	2.50PM	1048.2	TO-R FAIRBANK 9.0	275.9	s 4.27PM
WY 7 7	s 3.17PM	1057.5	TO-R TOMBSTONE	284.9	4.00PM
	Arrive Daily Ex. Sunday		(9.0)		Leave Daily Ex. Sunday

(0.27) .... Time Over District .... (0.27)
20.00 .... Average speed per hour 20.00

EL PASO SUBDIVISION

DEMING-HERMANAS, AND TYRONE BRANCHES

EASTWARD **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS	Distance from San Francisco	Time Table No. 7 March 4, 1928	Distance from El Paso	SECOND CLASS
	172 Mixed Leave Wed. Only		STATIONS		171 Mixed Arrive Wed. Only
76 WYP	8.20AM	1230.9	HERMANAS 9.1	93.2	s 4.45PM
40	f 8.43	1228.7	TOMERLIN 6.2	102.7	f 4.13
2	f 8.58	1222.5	MIDWAY (Spur) 6.0	108.9	f 3.55
29	f 9.12	1216.5	HONDALE (Spur) 10.0	114.9	f 3.40
Yard P		1207.0	NORTH LINE JUNCTION 1.0	124.9	
Yard PWYBKC	s 9.40 9.48	1208.0	TO-R DEMING 2.6	125.9	3.10 s 2.55
		1206.7	S. P. R. R. CROSSING 0.2	124.6	
	9.58AM	1206.9	WHITNEY JUNCTION 33.3	124.8	2.45PM

Trains be governed by Time Table of the A.T.& S.F.Railway Company, Whitney Jct.—Burro Mtn.Jct.

Capacity of Sidings in Car Lengths	172	Distance from San Francisco	STATIONS	Distance from El Paso	171
Y	f 11.00AM	1240.2	R BURRO MTN. JCT. 11.0	158.1	s 1.20PM
44	11.53AM	1251.2	MILL SPUR 1.5	169.1	f 12.45
22 Y	s 12.05PM	1252.7	TYRONE	170.6	12.15PM
	Arrive Wed. Only		(80.9)		Leave Wed. Only

(3.45) .... Time Over District .... (4.30)
21.56 .... Average speed per hour 17.96

Movement North Line Junction to Deming station must be made as required by Rule 99, when main track used.

DOUGLAS SUBDIVISION

FT. HUACHUCA BRANCH

EASTWARD **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 7 March 4, 1928	Distanco from El Paso	SECOND CLASS	
	160 Mixed Leave Daily Ex. Sunday	162 Mixed Leave Daily		STATIONS		159 Mixed Arrive Daily	161 Mixed Arrive Daily Ex. Sunday
33 33 KWYP	5.05PM	3.10PM	1058.8	TO-R LEWIS SPRINGS 10.1	265.3	s 2.25PM	s 4.45PM
23	f 5.30	f 3.35	1068.9	GARDEN CANON 3.1	275.4	f 2.00	f 4.20
34 YBC	s 5.40PM	s 3.45PM	1072.0	TO-R FT. HUACHUCA	278.5	1.50PM	4.10PM
	Arrive Daily Ex. Sunday	Arrive Daily		(13.2)		Leave Daily	Leave Daily Ex. Sunday

(0.35) (0.35) .... Time Over District .... (0.35) (0.35)
22.62 22.62 .... Average speed per hour 22.62 22.62

DOUGLAS SUBDIVISION

BENSON-FAIRBANK BRANCH

EASTWARD **WESTWARD**

Capacity of Sidings in Car Lengths	SECOND CLASS		Distance from San Francisco	Time Table No. 7 March 4, 1928	Distance from El Paso	THIRD CLASS	
	168 Mixed Leave Tues. Thurs. Sat.	186 Mixed Leave Sun. Wed. Fri.		STATIONS		185 Mixed Arrive Tues Thurs. Sat.	167 Mixed Arrive Mon. Wed. Fri.
Yard WFYPBKC	12.30PM	7.30AM	1032.6	TO-R BENSON 5.5	295.7	s 3.30PM	s 6.10PM
7	f 12.50	f 7.50	1038.1	ST. DAVID (Spur) 1.7	290.2	f 3.07	f 5.42
16 P	s 1.20	s 8.20	1039.8	TO CURTISS 2.6	288.5	s 3.00	s 5.35
13	f 1.32	f 8.32	1042.4	LAND 6.1	285.9	f 2.42	f 5.17
	f	f	1048.5	CONTENTION (No Siding) 2.1	279.8	f	f
P	2.00PM	s 9.10AM	1046.4	BENSON JCT.	277.7	2.10PM	4.45PM
	Arrive Tues. Thurs. Sat.	Arrive Sun. Wed., Fri.		(18.0)		Leave Tues. Thurs. Sat.	Leave Mon. Wed. Fri.

(1.30) (1.40) .... Time Over District .... (1.20) (1.25)
12.00 10.80 .... Average speed per hour 13.50 12.70

Apache Powder Co. Spur M. P. 288.7 Nos. 186, 185, 167 and 168 stop for passengers.

Nos. 185 and 186 between Benson Junction and Fairbank do mixed train work in connection with same trains on Benson-Fairbank Branch.

Westward trains are superior to trains of the same class in the opposite direction; Except: No. 172 is superior to No. 171, No. 166 is superior to No. 165, No. 162 is superior to No. 161.

BOWIE SUBDIVISION
GLOBE BRANCH

EASTWARD — **WESTWARD**

	SECOND CLASS	FIRST CLASS							FIRST CLASS			SECOND CLASS
Capacity of Sidings in Car Lengths	142	46	152	48	Distance from San Francisco		Time Table No. 7	Distance from Bowie	47	45	151	141
	Local Freight	Passenger	Tonto	Passenger			March 4, 1928		Passenger	Passenger	Tonto	Local Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Yard BKW YPFC	8.00AM	1.30PM	4.00AM		1098.4	TO-R	BOWIE 0.8	0.0	s 11.40AM		s 11.35PM	5.45PM
Yard	8.05				1098.7		NORTH YARD 8.7	0.8				5.40
55 P	8.25	f 1.49	4.19		1107.4		ESCALA 5.1	9.5	f 11.11		11.11	5.15
17 P		f 1.57			1112.5		ARKILL (Spur) 5.3	14.6	f 11.03			
43 FWP	8.55	f 2.05	4.35		1117.8		TANQUE 7.3	19.9	f 10.55		10.55	4.45
49 P	9.20	f 2.18	4.46		1125.1		HAECKEL 7.5	27.2	f 10.42		10.44	4.20
55 P	9.40	s 2.33	4.58		1132.6	TO	SOLOMON 2.7	34.7	s 10.28		10.32	4.04
20		f			1135.3		LONE STAR 2.2	37.4	f			
53 WP	**10.18**	s **2.49**	s 5.07		1137.5	TO	SAFFORD 3.1	39.6	s **10.18**		s 10.23	**2.49**
34 P	11.20AM	s 2.59	5.13		1140.6	TO	THATCHER 2.5	42.7	s 10.07		10.17	2.15
5		f 3.04			1143.1		CENTRAL 2.5	45.2	f 10.01			
26 YP	12.10PM	s 3.13	f 5.21		1145.6	TO	PIMA 1.1	47.7	s 9.56		f 10.09	1.47
65 P	12.15	f 3.16	5.23		1146.7		DUBLIN 2.2	48.8	f 9.52		10.07	1.40
4		f 3.20			1148.9		GLENBAR 4.1	51.0	f 9.48			
60 P	12.30	f 3.28	5.33		1153.0		CORK 1.8	55.1	f 9.41		9.57	1.25
2		f 3.31			1154.8		ASHURST (Spur) 4.5	56.9	f 9.38			
60 P	**1.10**	s 3.41	5.43		1159.3	TO	FT. THOMAS 4.9	61.4	s 9.30		9.47	**1.10**
55 CWFP	1.25	s 3.51	f 5.51		1164.2		GERONIMO 5.9	66.3	s 9.20		f 9.39	12.55
58 P	1.40	f 4.00	6.01		1170.1		BYLAS 6.7	72.2	f 9.08		9.29	12.40
53 P	1.55	f 4.12	6.13		1176.8		CALVA 1.3	78.9	f 8.55		9.17	12.25
45 P		f			1178.1		MILE EIGHTY 5.7	80.2	f			
58 P	2.10	f 4.24	6.25		1183.8		NACHES 6.6	85.9	f 8.44		9.05	12.05PM
31 WP	2.25	s 4.39	s 6.38		1190.4	TO	SAN CARLOS 6.8	92.5	s 8.30		s 8.52	11.50AM
17 P		f 4.53			1197.2		PERIDOT (Spur) 3.8	99.3	f 8.14			
32 WP	2.54	s 5.01	6.59		1201.0		RICE 6.8	103.1	s 8.07		8.31	11.15
41 P	3.10	f 5.14	7.11		1207.8		REPPY 1.7	109.9	f 7.55		8.19	10.50
		f 5.17			1209.5		GILSON (No Siding) 4.0	111.6	f 7.52			
43 42 WP	3.25	f 5.26	7.22		1213.5		CUTTER 5.8	115.6	f 7.45		8.08	10.35
20 P	3.50	f 5.40	**7.35**		1219.3		PINAL 2.2	121.4	f **7.35**		7.56	10.13
Yard CKBWFTP	4.05PM	s 6.00	s 7.45AM	6.00AM	1221.5	TO-R	GLOBE 0.6	123.6	s 7.25	s 7.21PM	7.50PM	10.00AM
					1222.1		DOMINION (No Siding) 0.4	124.2				
		s		s	1222.5		LIBRARY (No Siding) 0.3	124.6				
8					1222.8		U. G. CO. 1.2	124.9				
5		f 6.08		f 6.07	1224.0		HAMM 1.3	126.1	f 7.16	f 7.13		
2					1225.3		KINGDON (Spur) 0.9	127.4				
12		f 6.14		f 6.13	1226.2		RADIUM 1.1	128.3	f 7.12	f 7.07		
3		f 6.17		f 6.16	1227.3		BURCH (Spur) 2.0	129.4	f 7.05	f 7.04		
2		f 6.21		f 6.20	1229.3		KISER (Spur) 0.9	131.4	f 7.01	f 7.00		
15		f 6.24		f 6.23	1230.2		CLAYPOOL 0.8	132.3	f 6.58	f 6.57		
		f 6.28		f 6.27	1231.0		HILL ST. (No Siding) 0.9	133.1	f 6.54	f 6.53		
Yard WYP		s 6.33PM		s 6.31AM	1231.9	TO-R	MIAMI	134.0	6.50AM	6.48PM		
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(134.00)		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(8.05)	(5.03)	(3.45)	(0.31)			Time Over District		(4.50)	(0.33)	(3.45)	(7.45)
	15.29	26.53	32.96	20.12			Average speed per hour		27.72	18.90	32.96	15.94

BOWIE SUBDIVISION
GLOBE BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	Distance from San Francisco		Time Table No. 7 March 4, 1928 STATIONS	Distance from Miami
Yard WYP	1231.9	TO-R	MIAMI 1.1	0.0
	1233.0		INSPIRATION JCT. (Spur) 1.2	1.1
	1234.2		LIVE OAK (Spur)	2.3
			(2.3)	

Inspiration Junction to Tunnel Warehouse: 0.71 miles. Live Oak Line included in Miami yard limits

BOWIE SUBDIVISION
AMSTER BRANCH

EASTWARD — **WESTWARD**

Capacity of Sidings in Car Lengths	Distance from San Francisco		Time Table No. 7 March 4, 1928 STATIONS	Distance from Globe
Yard CKBWFTP	1221.5	TO-R	GLOBE 0.8	0.0
12	1220.7		AMSTER JCT. 4.7	0.8
11	1225.2		GARDNER 0.1	5.5
51	1225.3		McGAW (Spur) 0.1	5.6
8	1225.4		AMSTER	5.7
			(5.7)	

McGaw – Derailer on Tracks leading to Right and Left. Amster Line included in Globe yard limits.

DOUGLAS SUBDIVISION
CALABASAS BRANCH

EASTWARD — **WESTWARD**

	SECOND CLASS					SECOND CLASS
Capacity of Sidings in Car Lengths	168	Distance from San Francisco		Time Table No. 7	Distance from Calabasas	167
	Mixed			March 4, 1928		Mixed
	Leave Tues. Thurs. Sat.			STATIONS		Arrive Mon. Wed. Fri.
47 PWFYKB	4.40PM	1048.2	TO-R	FAIRBANK 0.7	60.0	s 2.00PM
		1051.7		S. P. R. R. CROSSING 5.3	59.3	
11	f 4.57	1057.0		BROOKLINE 5.5	54.0	f 1.33
35	s 5.14	1062.5		CAMPSTONE 11.3	48.5	s 1.17
30 PW	s 5.50	1073.8		ELGIN 2.2	37.2	s 12.43
4	f	1076.0		CANELO (Spur) 6.1	35.0	f
34	s 6.22	1082.1		SONOITA 6.3	28.9	s 12.22PM
	f	1088.4		ASHBURN (No Siding) 3.6	22.6	f
32	f 6.50	1092.0		CRITTENDEN 3.1	19.0	f 11.55AM
33 W	s 7.05	1095.1	TO	PATAGONIA 3.2	15.9	s 11.47
4		1098.3		FLUX (Spur) 0.3	12.7	f
27	f 7.20	1098.6		FARALLON 0.8	12.4	f 11.32
10	f 7.24	1099.4		BLOXTON 2.6	11.6	f 11.28
14	f 7.33	1102.0		SANFORDS 2.9	9.0	f 11.16
	f	1104.9		FULLERS RANCH (No Siding) 6.1	6.1	f
27 YP	s 8.15PM	1111.0	R	CALABASAS	0.0	10.40AM
	Arrive Tues. Thurs. Sat.			(60.0)		Leave Mon. Wed. Fri.
	(3.35)			Time Over District		(3.20)
	16.74			Average speed per hour		18.00

Westward trains are superior to trains of the same class in the opposite direction; **Except: No. 46 is superior to No. 45, No. 48 is superior to No. 47; and No. 152 is superior to No. 47.**

All trains and engines must move on Globe Branch main track, between East switch of North Yard, and passenger station, at Bowie, with caution, expecting to find main track occupied.

Trains 167 and 168 stop on signal at Perrin Trust Ranch House 2.8 miles East of Canelo.

Junction switch of Rio Grande Division at Calabasas will be set and locked for the Tucson Division, Nogales Line.

All trains and engines stop before passing over crossing of Nogales Branch Line and South Line tracks.

Trains and engines must be preceded by a flagman before crossing Congress and Simpson Sts., South Yard, Tucson.

Trains and engines must move between South Yard Jct. and South Line Jct., Tucson yard, with caution expecting to find track occupied. The track on the left as viewed in moving from South Line Junction to South yard will be used as main lead in both directions.

Trains and engines must move on Main track, between South Line crossing and North Yard, Tucson, including both legs of wye. with caution expecting to find track occupied.

Rio Grande Division crews delivering train in South Yard will return to North Line via South Line crossing and Nogales Branch.

Move with caution in South Yard, giving warning with engine bell and whistle to P. F. E. employes and others.

Sufficient hand brakes must be set on west end and east end (not less than 15 and 10 respectively) of all freight trains arriving North Yard, Tucson. These brakes must be set with assistance of brake club after train has stopped in yard and brakes set commencing at west end of train or cut. Anyone releasing any of these brakes will be held responsible to see that there are as many others set to replace them. Sufficient hand brakes must also be set to hold cars in South Yard, Tucson.

Two hand brakes must be set on the head and two on the rear end of passenger trains arriving at Tucson, these brakes to be set on cars which are not to be disturbed in switching the train.

EASTWARD — TUCSON SUBDIVISION — WESTWARD

SOUTH LINE

Car Capacity of Sidings			Distance from San Francisco	Time Table No. 94 March 4, 1928 STATIONS	Distance from El Paso		
P			982.8	SOUTH LINE JCT.	341.9		
				1.7			
PCW Yard			984.5	SOUTH YARD	340.2		
				2.0			
P			986.5	SOUTH LINE CROSSING	338.2		
				2.0			
P 77			988.5	ALDONA	336.2		
				1.9			
P			990.4	SOUTH YARD JCT.	334.3		
				(7.6)			

Conductors of all trains entering South Yard will take Form 2809 with their train to South Yard and turn over to Car Inspectors in that yard. If car men not on duty, place form in coupler on the rear end of rear car in last cut.

Automatic block signal 9846, Nogales Branch, will indicate 'Proceed' only when switches are lined for movement from Nogales Branch to westward main track.

Westward Trains, except first class and light engines, must not pass crossover switch near automatic block signal 9851, east end Tucson Yard without proceed signal from yardman.

Passenger and frieght trains, and light engines (running forward or backward), will operate thru yard limits with caution, and must not exceed the following speed restrictions:

	MILES PER HOUR		
	Passenger	Freight	Light Eng.
Tucson Yard between South Line Junction and switch at automatic block signal 9851 (North Yard)	15	10	10
Tucson Yard between South Line Junction and South Yard Junction via South Line	10	10	10
Tucson Yard between South Line Crossing and North Yard via Nogales Branch	15	10	10

SPECIAL INSTRUCTIONS.

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market Street, San Francisco.

F. E. Adams	Tucson
G. F. Van Sickle	Tucson
E. M. Mather	Nogales
Davidson, G. D., Co.	El Paso, Texas
Cubitto Jewelry Co.	Globe, Ariz.
E. K. Miller	Douglas, Ariz.
Tossell, W. P., & Sons	Deming, N. M.
Gilman, L. L.	Bisbee, Ariz.

Standard clocks at Piedras St. Roundhouse, Dallas St. Yard Office, and train Dispatchers' Office, El Paso.

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining main track.

RULE 10 (H) and Maintenance of Way RULE 1015 are amended to read one-half (½) mile instead of one-quarter (¼) mile for distances at which yellow signals are to be placed in advance of track or structure over which speed of train must be restricted.

RULE 14. At junction points when recalling flagman on diverging route use: Four long and one short sounds to recall flagman from the west.

Five long and one short sounds to recall flagman from the east, except South Line trains at Anapra recalling flagman from west, will use four long and one short sounds. Under this rule North Line trains entering or about to enter track 4 take necessary precautions to insure full protection.

Westward trains from South Line at Mescal when recalling flagman from east, five long and one short sounds.

RULE 72. Westward trains, using a section of double track as single track under Form D-S, are superior to trains of the same class in the opposite direction.

RULE 83 (A). Only the trains indicated will register:

Trains originating and terminating at { Benson, Cochise Deming
Fairbank Lewis Springs Bisbee Jct.

Engineers of light engines arriving Tucson from Rio Grande Division will leave register ticket Form 2642 with Roundhouse crew Dispatcher.

RULE 83 (B). Trains may register by ticket at open train order office as follows: Mescal, Anapra.

RULE 83 (C). Extra trains will register by ticket at Mescal and Anapra. Extra trains register at Bowie.

RULE 83 (D). Trains must obtain a clearance card before leaving Bowie, Deming, Globe and Clifton and Clifton-Hachita Line trains at Lordsburg. Eastward trains, whose initial station is Anapra, when receiving proceed with train order signal, as provided by rule, may leave without a clearance card.

Nos. 167 and 168 obtain clearance card before leaving Fairbank.

RULE 93. YARD LIMITS.—**Are defined by yard limit signs at the following stations:**

Tucson
Benson
Bowie
Lordsburg
Deming
Fairbank
Lewis Springs
{ Bisbee Jct.
Bisbee
Douglas
Hachita
Columbus
El Paso
Tyrone
Oil Siding
Clifton
Safford
Globe
Miami

RULE 98. The following railroad crossings and junctions are not interlocked:

North Line Jct.—All trains will approach with caution.
Kelton—All trains will approach with caution.
Anapra—All trains will approach with caution.
Benson Junction—All trains will approach with caution.

Fairbank—Gate located on Calabasas Branch at crossing with South Line, west of Fairbank, is locked across Calabasas Branch Line. South Line trains will not stop when gate is in normal position, but will reduce speed to ten miles per hour when approaching and passing over crossing. Calabasas Branch trains will stop, open gate, and proceed with caution, and return gate to normal position.

RULE D-151. On double track between West switch Mescal Mile Post 1023, and crossover located near West end car sheds Tucson westward trains use Track No. 1 and eastward trains use track No. 2.

The North track of the TandNO double track between TandNO Octavia Street and Slag and the TandNO track between Slag and Rio Grande will be known as TandNO track No. 1.

The north track of Pacific Lines double track between El Paso OctaviaStreet Pacific Lines and Tower 6 and between Rio Grande and Anapra will be known as Pacific Lines track No. 1.

The South Track of the TandNO double track between Slag and TandNO Octavia Street will be known as TandNO track No. 2.

The South track of the Pacific Lines double track between Anapara and Pacific Lines Octavia Street via Bowen will be known as Pacific Lines track No. 4.

Pacific Lines track No. 1 from El Paso Octavia Street to Tower 6, TandNO track No. 1, Tower 6 to Rio Grande, and Pacific Lines track No. 1 Rio Grande to Anapra will be westward main track of the Pacific Lines. Pacific Lines track No. 4 Anapra via Bowen to El Paso Octavia Street Pacific Lines,will be the eastward main track of the Pacific Lines.

RULE 209 Each operator after repeating to the Train Dispatcher from the new copies must sign his own name in manifold on the new copies instead of the name of the operator whose name appears on the copy previously made.

RULE 221. That portion reading "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 820. Enginemen working on territory covered by SP Enginemen's Agreement who have had less than 610 days actual experience as enginemen in freight service, and less than 60 days experience on the division, must not be used in passenger service. When enginemen with less than 610 days experience and less than 60 days service as enginemen on the district, and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle engine next to train, experienced men to handle leading engine.

Enginemen working on territory covered by Agreement former EP&SW System will be governed by Article 28, Sections 8 and 9 of EP&SW Agreement.

RULE 866. It should be understood that Rule 866 requires conductors when leaving cars on tracks designated as sidings or principally used as such, and leaving the station because of making a side trip or otherwise, or are released to avoid violation of hours of service law or are otherwise released from duty, will advise chief dispatcher promptly at first available train order office by wire of any cars so left. Such requirement will not apply when train occupies siding while crew is switching at that station or at terminal yard.

Rule 866 does not supercede Rule 98-A, requiring trains entering siding to proceed with caution.

RULE 871. This rule is extended to include occupied outfit cars.

RULE 873. This rule has been modified on Rio Grande Division to read, "Freight brakemen must be on top of their trains when descending steep grades and under other conditions when the safety of trains so requires."

RULE 876. Standing air brake tests must be made by freight trains at:

Mescal. (Eastward North Line)
Dragoon
Steins
Sonoita
Amster
Pinal
Cutter
Kelton
Gleeson
Courtland
North Siding moving east
South Siding moving west

AUTOMATIC SIGNALS

Signals on the North Line will display indications in the lower quadrant as outlined in book of Operating Rules.

Signals on the South Line and the Lordsburg-Hachita, Clifton and Bisbee Branches will display indications in the upper quadrant as follows:

Home Signals

"Arm extended **at right angles to the Signal Mast by day and in addition red** light by night indicates STOP."

"**Arm** extended **upward** at an **angle of 90 degrees by day and in addition green** light by night indicates—PROCEED."

Distant Signals

"Arm extended at right angles to the Signal Mast by day and in addition yellow light by night indicates—CAUTION."

"Arm extended upward at an angle of 90 degrees by day and in addition green **light by night indicates**—PROCEED."

Automatic block signals on Track 2, Tucson to Polvo, and on track 1 West switch Empire to Tucson, are double track signals. All other signals between Tucson and West switch Mescal, and Anapra and Tower 6 on track 4, and Anapra and Rio Grande (Slag) on track 1, are single track signals.

Trains moving with current of traffic will be governed by first and last paragraphs of Rule 509. If train is moving against current of traffic or section of double track is used as single track, the first and second paragraphs of Rule 509 will apply where single track signals are in operation.

Distant signal 3074 west of Catalina has been taken down and discontinued.

Anapra:

East switch to east crossover Anapra is oil buffer spring switch. Trains trailing through this switch must not take up slack or back up until switch points have been thrown by hand.

No running switches are permitted.

When necessary to throw switch by hand, lever of switch stand must be operated slowly, keeping a steady pressure on lever until switch points are against stock rail.

Operators at Anapra will handle crossover switches of both lines except oil buffer spring switch at East end of East crossover.

Benson Jct.:

Eastward Benson-Fairbank trains must not occupy track between block signal limit sign and Benson Junction switch, while waiting for main line trains, and such trains must not enter block signal circuit without timetable or train order authority except as is required by Rule 99.

INTERLOCKING

Mescal:

Interlocking signals at Mescal on South Line tracks will display indication in the upper quadrant namely: Arm extended upward at angle of 90 degrees by day and in additon green light by night—PROCEED. Arm extended at right angle to mast by day and in addition red light by night—STOP.

Interlocking Limits between home signals governing East Switch of east crossover and west switch of west crossover on South line, and home signals governing East switches and West switches of sidings on North Line. All switches within these limits are controlled by Signalman in Telegraph Office, with the exception of switch leading from North siding to Cinder Track and to Spur track and from South siding on both legs of Wye and to West end of Coal Track.

Derail on East end of Coal Track is electrically locked and it will be necessary for trainmen using this switch to call Tower by telephone and request Signalman to unlock derail, after which it will be thrown by hand. Also, switch **at east end of Coal track is a hand throw switch and must not be used until per**mission is secured from Signalman to unlock derail.

Interlocking Rules 600 to 678 govern operation of this plant, with the exception of Rule 628, which is modified as follows:

"Telephones connected with Tower have been provided in boxes at convenient points adjacent to switches, and where yellow hand signals cannot be seen trains stopped will call Signalman by Telephone, advising him of route, and secure his approval for throwing switches by hand in the event that the electrical appliance controlling switches is inoperative."

To throw switches by hand, after securing authority from Signalman, crank will be secured from metal container, locked with a switch lock, on side of concrete battery booth. On end of switch mechanism driving shaft is a cap secured by switch lock. This Cap must be removed and crank inserted, grinding switch or switches over until they lock to the route desired, after which Signalman can clear signal if in working order. If not, he will issue instructions to train to proceed with caution. These switches must be re-lined, caps on mechanism must be restored and crank replaced in container.

Whistle Signals as follows:
Eastward trains enroute North Line——
Eastward trains enroute South Line——o o
Eastward trains for South Siding o ——o
Eastward trains South Siding to North Line o o —— o
Eastward trains from South Siding to South Line o —— o o
Westward trains from North Siding to double track —— o o ——
Westward trains North Line enroute double track o —— ——
Westward trains North line enroute North Siding o o —— ——
Westward South Line trains enroute double track —— o ——
Westward trains from South Line through East Crossover and North Line to double track o —— —— o
Secure route from Signalman for movements not covered by above.

Attention is called to the fact that trains must receive a signal entering the Interlocking limits and also leaving the Interlocking limits, as well as intermediate signals when moving from one track to the other inside interlocking limits.

End of double track and beginning of North Line single track is at east switch of west crossover. Beginning of South Line single track is at east switch of east crossover.

Westward North Line trains will use North Siding and Eastward trains will use South Siding .

Lordsburg and Deming:

Interlocking signals at Deming, on Deming-Hermanas Branch, and at Lordsburg, on Lordsburg-Hachita Branch, will display indication in the upper quadrant namely: Arm extended upward at angle of 90 degrees by day and in addition green light by night—PROCEED. Arm extended at right angle to mast by day and in addition red light by night—STOP.

There are no caution signals in advance of home signals at Deming, on Deming-Hermanas Branch, and at Lordsburg, on Lordsburg-Hachita Branch.

Railroad crossing is approximately one mile west of Lordsburg on North Line. Normal position of signals and derails governing plant are proceed for North Line trains. Instructions, posted in tower, will govern Lordsburg-Hachita Branch trains. Trainmen will handle levers.

If signals are stop for North Line trains, flagman must go ahead at once to examine derails, and levers in tower. Normal position of levers 1-3-7-12, for movement on North Line, is reverse position, as indicated by manipulation chart in front of machine. If flagman knows that route is clear, he will give proceed signal to his train.

Limits of Interlocking plant confined to home signals governing.

Railroad crossing is approximately one mile west of Deming on North Line. Normal position of signals and derails governing plant are proceed for North Line trains. Instructions, posted in tower, will govern Deming-Hermanas Branch trains. Trainmen will handle levers. If signals are stop for North Line trains, flagman must go ahead at once to examine derails and levers in tower. Normal position of levers 1-5-7-12, for movement on North Line, is reverse position, as indicated by manipulation chart in front of machine. If flagman knows that route is clear, he will give proceed signal to his train.

Limits of Interlocking plant confined to home signals governing.

El Paso—Tower 6:

(Note.—Top arm signal at switch leading to Union Depot governs route to Union Depot track. The lower arm governs the route to either the TandNO or Pacific Lines Freight Yard.)

Main track movements in either direction with current of traffic ——
Main track movements between Pacific Lines Track No. 4 and double track in either direction o —— o
Other main track movements in either direction against current of traffic o —— ——
TandNO Union Depot connection, from any direction ——o
Pacific Lines Union Depot connection, from any direction —— o——

The two crossovers connecting Pacific Lines Main tracks 1 and 4 three hundred feet East of South Line connections at Tower 6 are outside of interlocking limits and switches must be left lined for South Line main tracks.

El Paso—Tower 66:

Main track movements in either direction with current of traffic ——
Main track movements in either direction against current of traffic o—— ——
TandNO from any point to Union Depor —— o
Pacific Lines to and from Union Depot —— o ——

El Paso—Tower 47:

Main track movements in either direction with current of traffic ——
Main track movements in either direction against current of traffic o—— ——
North Lead, Eastward —— o
North Lead, Westward —— o ——
South Lead, Eastward o—— —— o
South Lead, Westward o o —— ——
To T. & P. Main track o o —— o
To T. & P. Transfer o —— o o
To East Yard —— o o ——
To West Yard o —— o

AIR BRAKES AND TRAIN INSPECTION.

3 Passenger trains will make running air test as prescribed by Rule 16, of "Rules and Regulations Governing Air Brakes, Etc., effective May 1, 1926. as follows:

Eastward North Line at Mescal.
Westward at Dragoon and Steins.

GLOBE BRANCH: **Eastward and westward at Pinal.**

5 Freight trains on descending grade will make a stop of five minutes to permit wheels to cool, trainmen will make a careful inspection of all cars, and engimemen will inspect engines:

Vail (North and South Lines)
Mescal (North Line Eastward)
Pantano
Sibyl
Vanar
Cochise or Hado
Campstone
Patagonia

6 Freight train tonnage must not exceed an average of 130 Ms per operative brake: Pinal to Globe, and Pinal to Cutter.

USE OF RETAINERS

10 Trainmen on freight trains will use retainers on grades in accordance Rules 55 and 56, of "Rules and Regulations Governing Air Brakes, etc., effective May 1, 1926" as follows:

Conductor and engineman after consulting may use necessary retainers on train of less than 100 Ms per operative brake, when such train has loads on head end, or when it is necessary to adjust slack action.

Freight trains, with more than 100 Ms per operative brake, will use 15 to 20 retainers on head end, and with more than 120 Ms per operative brake will use all available retainers:

Mescal to Benson
Steins to Vanar
Sibyl to Benson.

Freight trains will use all available retainers:

Pinal to Cutter
Pinal to Globe
Live Oak to Miami
Amster to Globe.

11 Freight trains, using retainers on any grade of over one percent, will run not to exceed twenty-five miles per hour, and where such grade is more than five miles in length will run not to exceed twenty miles per hour for any one mile of the first three miles.

The above maximum speed restriction will not apply on heavier grades and other locations, where the maximum is otherwise provided.

13 Ore trains between Don Luis and Douglas, handled by engines equipped with cross compound air pump, will use fifty percent of retainers Don Luis to Bisbee Junction. Trains, handled by engines not equipped with cross compound air pump, will use all retainers Don Luis to Bisbee Junction and fifty percent of retainers Bisbee Junction to Forrest, if train stops at Forrest. But, if train does not stop at Forrest, train will use fifty percent of retainers from Bisbee Junction to Calumet.

MISCELLANEOUS

14 When head end of train does not catch Form 19 orders with clearance card, or clearance card where there are no orders, when passing telegraph office, telegrapher will not make delivery to rear end, but will make every possible effort to stop train by giving stop signals.

15 Enginemen must sound road crossing whistle twice approaching all important highway crossings.

16 Helpers will couple ahead of twenty-five percent of tonnage of train; or if all headend cars, just ahead of caboose; or if steel frame caboose, to rear of caboose.

17 Helper must not couple to, or uncouple from train, while train is in motion.

18 Trainmen, handling passenger equipment in freight trains, must place such equipment next to caboose, provided rear end freight cars in train will permit.

Trainmen must place wooden underframe flat cars next to caboose, and not between loads.

19 On steam heated passenger trains entering terminals where engines are to be changed or train switched, at Yard Limit board of such terminal, rear brakeman will open steam valve on rear of train and, after doing so, will sound one long blast of air whistle as signal to enginemen to shut off steam.

20 Engine crews, using coal burning engines, must keep ashpans closed while running, and dump cinders only at water columns or coaling stations, except in case of emergency. Crews dumping cinders must thoroughly wet same with squirt hose and must know that fire is entirely extinguished, before departing, except that, when cinderman is available, such employe will wet cinders and remove from the tracks. At all South Line coal chutes (which are constructed of wood), engines must be moved a safe distance before dumping cinders, to prevent fire.

21 Employes must not move coal dump cars at coal chutes, until they know that hoppers are properly fastened.

22 Southern Pacific passenger traffic between Bisbee Jct. and Bisbee and way stations via Warren is handled by Bus Line connecting at Bisbee Jct with main line passenger trains. Conductors must ascertain if their Bus Line connection has arrived, and if not, whether or not they are to wait.

24 Passenger trains helping freight trains, to avoid doubling of freight trains or to place freight trains on siding, must uncouple passenger engine from passenger equipment, before starting movement.

25 Trains, leaving an automatic block system, will leave a fuse near the last signal, as it is possible a train is following less than ten minutes. Conductor and enginemen, with a train leaving an automatic block system having knowledge that the preceding train is less than ten minutes ahead, will space themselves in accordance with rule 91.

26 In extremely dusty weather, or when conditions require, passenger engineers will make additional water stops, if necessary, to use sprinkler properly in dusty territory, or where engines regularly clean fires, or where track has been disturbed by track men.

27 Trainmen and enginemen must not exchange friendly salute by hand or lantern when meeting or passing trains. Hazard of accident obtains in such practice due to danger of mistaking salute for signal or signal for salute.

28 Siding capacity, in car lengths, is computed as follows: Allow for the two distances from points of switches to clearance points by deducting **450 feet from total length of track and divide remaining length by 46 feet (basic length of box car).**

29 In left hand margin of timetable, letter "f" designates fuel oil station, letter "c" designates coaling station, and letters "fc" designate both oil and coaling station.

30 Mile Posts Globe Branch: Distance from Bowie, except Amster Line, distance from Globe. Mile Posts Cochise-Douglas Branch: Distance Cochise to Gleeson and Douglas to Courtland from El Paso. Mile Posts Clifton, Bisbee, Fort Huachuca, Tombstone and Fairbank-Benson Branches distance from El Paso.

EL PASO TERMINAL

35 El Paso Terminal, consisting of the El Paso Division, TandNO Lines, and the Rio Grande Division, Pacific Lines, is operated jointly.

36 Within El Paso City limits, speed not to exceed 10 miles per hour.

37 Trains must approach junction switches of Ice House Crossover with caution.

38 Passenger trains, entering or leaving Union Passenger Depot Yard, will do so with caution.

39 Movement of all trains between connection of Pacific Lines tracks 1 and 4 east of Tower 66 and Union Depot Yard must be made with caution, not exceeding 6 miles per hour, and be governed by signals from Tower 66, entering and leaving Union Depot. Westward trains Pacific Lines track 1 enroute Union Depot use Pacific Lines track 4 from crossover to Junction Switch of connection. All trains approaching crossover Pacific Lines tracks 1 and 4 between Santa Fe and El Paso Streets and Junction Switch to Union Depot connection will be governed by Rule 98.

40 Westward trains from El Paso Freight Yard TandNO Octavia Street will use TandNO track 2 from connection at Mesa Avenue to Santa Fe Street crossover. Westward trains from Union Depot routing over TandNO track 1 and Pacific Lines track 1 will use TandNO track 2 from Union Depot Yard connection to crossover No. 1 at Tower 6.

Such movements must be made with caution, not exceeding six miles per hour. All trains approaching these crossovers be governed by Rule 98.

41 Normal position of Junction Switch at east end of Pacific Line tracks 1 and 4, just east of Campbell Street at mile post 1296.6 is for eastward trains.

Second class and inferior trains and engines may run ahead of first class trains on Pacific Lines tracks 1 and 4 and TandNO tracks 1 and 2 with current **of traffic in limits of these tracks as described under Rule D-151, Page 12, but must not occupy main track when it will cause delay to a first class train.**

42 Eastward trains on Pacific Lines Track 4 may proceed through Ice House Crossover or Tower 6 into T and NO track 2, moving with current of traffic to their destination, T and NO Octavia St. yard, Pacific Lines Octavia St. yard, or Union Depot, and Westward trains may proceed from T and NO Octavia St. yard on T and NO track 1 moving with the current of traffic, either to destination at Union Depot, or Tower 6 en route to destination beyond. Trains routed as above, retain right and schedule, complying with rules, same as they would had they followed their normal route, and must reduce speed to that permitted second class trains, and comply with rules 93 and 98. First class trains will be governed by conditions under Rule 93 in making this movement the same as second class and inferior trains.

All trains or engines effected by the above move must comply with Rules 14-K and 85.

Normal position of east switch of Ice House Crossover from Pacific lines track 4 to T and NO track 2 is for crossover.

43 All movements against current of traffic on TandNO main tracks 1 and 2 and Pacific Lines main tracks 1 and 4 must be made under flag protection unless authorized by train order: Except movements authorized under Rules 39 and 40.

44 The Tand NO connection with the A. T. & S. F. Ry. Crosses the west lead of the Union Passenger Depot tracks. Trains must know that this crossing is clear before using it.

Eastward trains must approach A. T. & S. F. Ry. transfer switch, opposite Union Passenger Depot, with caution, expecting to find yard engine occupying eastward main track, between A. T. & S. F. Ry. transfer switch and cross-over at east end of Union Passenger Depot yard.

45 Trainmen, on trains entering El Paso Terminal, on both the TandNO and the South Line, will remain on the top of train in their proper position, until train clears Campbell Street.

46 Yard engine will take passenger equipment from train No. 8 at Tower 6 and place same at Union Passenger Depot. Freight equipment will not pass through Union Passenger Depot Yard.

Yard engine will take passenger equipment for train No. 7, from Union Passenger Depot, and place same on rear of train east of Tower 6.

47 South Line is not equipped with highway crossing gates at El Paso. Trains will flag crossings at El Paso, Santa Fe, Oregon, Mesa, Stanton, Kansas and Campbell streets, sending flagman ahead before crossing.

Engines handling back-up equipment or yard engines handling passenger or freight equipment, or any train or engine other than trains heading in or out of El Paso, will make stop before crossing Oregon and Stanton streets sending flagmen ahead and will not proceed until signal is given by flagman.

Yardman will flag the following crossings when using track between East Yard and International Brick Company, which is located on River Track.

Dallas Street Crossing —Eastward
Basset Avenue —Eastward and Westward
Magoffin Avenue —Eastward and Westward
Myrtle Avenue —Eastward and Westward
Texas Street —Eastward and Westward
East San Antonio Street—Eastward and Westward

DERAILERS IN MAIN TRACK

50 Globe and Amster Branches—Live Oak and McGaw.
Derailers on sidings and spurs indicated by sign attached to switch stand.

NORTH LINE

51 Restrictions on use of engines on yard tracks are as follows:

Benson —Engines larger than consolidation class will not use following tracks:
South house track east of road crossing.
Switch off scale track to wye.
Oil spur.
EP&SW yard and wye.
NM&A Main track, wye track and yard tracks. Except that in case of emergency, 2-10-2 Mt. and Mikado class engines may turn on NM&A wye, provided they head onto east leg of wye, and make backup moves on old NM&A main track and west leg of wye. This means that only these classes of engines headed west can use wye to turn.

Cochise—Engines larger than consolidation will not use ore platform track.
Willcox—Engines must be kept off spur track leading from stock track.
Bowie —Engines must be kept off oil spur east of west end of pump house and 2-10-2 engines kept off rip track in North Yard, using cars ahead of engine.
Steins —Crusher tracks cannot be used.
Deming—Engines larger than consolidation must not use Continental Oil spur.
2-10-2 and Mt. class engines will not use following tracks: Team No. 2, wye and those tracks south of yard track No. 5. They must not exceed six miles per hour when using any other track at Deming except Main track.
Old EP&SW wye connecting EP&SW with AT&SF cannot be used.

52 Helper engines, when cut in train Mescal to Benson, will not work steam except to assist in starting train; except that they may work steam approaching Chamiso to avoid slack action.

Helper engines must shove trains over Mescal summit before shutting off.

59 Coal Hoist set up on coaling track at Benson must not be moved until it has been lowered to standard clearance and properly secured.

60. Freight trains using north siding at Mescal when local passenger trains are due, must cut passageway to allow passengers to and from trains.

62 Trainmen, on westward trains using the south siding Benson, will set sufficient hand brakes on rear of train to hold slack, until the engine takes slack when starting.

63 Engines, with westward freight trains, at Benson, will not proceed beyond home signal in middle of yard, for the purpose of taking water at water column, unless it is known that an eastward train is not moving on main track.

Westward trains must give eastward trains ample room account heavy grade.

72 Westward trains doubling into Steins will leave head portion on siding, and see that derail is in normal position.

74 Eastward freight trains that hold main track at Lordsburg, must be properly secured before engine is detached and the derailer on siding must be set in normal position each time after used, while making movements with engine to and from train.

77 House Track at Deming must be kept clear between east switch and Gold Ave.

78 Trainmen must leave a space of at least two cars on Interchange track opposite water column near coal chute Deming, to permit cinderman to move cinders from main track to cinder pit.

82 Water column at Akela must be turned toward the east after taking water to lessen possibility of wind blowing spout across the track.

85 When mail clerks on Trains Nos. 1 and 104 have bulky or fragile parcel post to put off at Aden, train will stop at mail crane, 1200 feet west of station building.

SOUTH LINE

90 Restrictions on use of engines in yards and sidings are as follows:

Engines, larger than consolidation class, can not use following tracks, account curvature:

Lewis Springs—West leg of wye.
Naco —Old wye spur.
Bisbee Jct. —Crossover between ore track and Bisbee Pocket.

Consolidation and larger engines must not exceed six miles per hour in the A&NM yard at Hachita.

91 Account scarcity of water, all trains will favor water tanks at Noria, Hachita, Antelope, Apache and Cazador, taking no more than sufficient water to make the next water tank.

92 On account of heavy grade on Pauls Spur and at Pauls Quarry, cars will be handled in all movements made with air brakes cut in.

93 Highway crossing two hundred feet east of station at Marsh must be kept open.

94 Trains must not take oil at Fairbank while trains are passing on main track or siding.

100 An opening must be left in North siding Naco of about five car lengths in each direction from the main highway crossing and also at the second crossing East of Naco passenger station.

101 Trains will not occupy the Ore Track at Bisbee Junction during the time that the Ore Train is working between Bisbee Junction and Don Luis, except that trains 2 and 103 may use this track instead of siding to meet. Ore train must approach and enter Bisbee Jct. expecting this track occupied, or to be occupied, by either No. 2 or No. 103.

Ore train when doubling into or out of Bisbee Junction must not block this track when Nos. 2 and 103 are to meet there; nor must other trains do so.

107 Flagman will precede engine and flag crossings in Douglas as follows:

All street crossings on Queen track.
On Nacozari lead, Park crossings just east of 14th Street, 14th Street crossing, and both crossings of 16th Street when bell is inoperative.
Crossing on No. 1 track, lead to acid loading station and crossing on No. 2 track, lead to calcine or miscellaneous track, at C&A smelter.

113 No. 103 will reduce speed to permit express messenger to put off newspaper shipments at the following points:
Noria, Mount Riley, Malpais, Victorio, Chiricahua.

114 Trains switching Anapra Sand Spur will hold on to at least fifteen cars to avoid engine being put on sharp curve.

117 Reduce speed and keep lookout for drifted sand and caving banks Rio Grande Tunnel and Mastodon and look out for loose rocks falling on track within limits of curve between M. P. 1053.5 and 1053.8.

BENSON-FAIRBANK BRANCH

118 Trains switching at the Apache Powder Company's plant must observe following precautions:

Crews must keep a sharp lookout for vehicles, and movements must not exceed 6 miles per hour over crossings.
Engines will whistle and sound bell for crossing near Apache Powder Co. office.
Flagman will precede engine or cars over main highway crossing, just beyond main line switch leading into plant.

119 See Rule 120.

CALABASAS BRANCH

120 Engines larger than C-19 class must not be used on Cyanide spur at Fairbank. Engines must not exceed a speed of six miles per hour on this spur.

121 The following bridges are present standard:

1054C Babacomari
1095C Sonoita
1096E Sonoita
1099F Sonoita
1100A Sonoita
1103B Sonoita
1110A Sonoita

The following are light capacity and loading is limited to cars of 100,000 pounds capacity with their usual loads and locomotives as follows:

Eight Wheel Engines with not more than 70,000 pounds on drivers.
Ten Wheel and Mogul engines with not more than 100,000 pounds on drivers.
Twelve Wheel and Consolidation Engines with not more than 125,000 pounds on drivers.

1051G San Pedro
1055D Babacomari
1067B Babacomari
1085A Sonoita
1097B Sonoita
1097E Sonoita
1098A Sonoita
1104D Sonoita
1108C Sonoita

The loads specified above are all that will be permitted.

122 Oil cars of over 7,500 gallons capacity and low cars weighing over 161,000 lbs. gross cannot be handled between Sonoita and Calabasas.

BISBEE BRANCH

123 Class C-18 and heavier type of engines must not use the following tracks in Bisbee District:

Denn Spur tracks,
High Line tracks consisting of Holbrook Lumber tracks,
Shattuck Spur tracks,
Gardner High Line including Irish Mag,
Czar loading Spur,
Gardner Mill Spur,
Sacramento Hill rip track,
Briggs Spur tracks,
Cole track,
Oliver mine track.

124 2-10-2 and Mikado type engines must not use tracks in the Bisbee District, east of Don Luis. Such engines, using tracks in Don Luis Yard or wye at Don Luis, must not exceed six miles per hour.

125 Employes will keep both east and west wye switches at Don Luis lined for Don Luis Yard.

126 Engines should not push trains between Bisbee Junction and Don Luis, unless absolutely necessary.

127 Cars or trains must not block track No. 1 Don Luis.

128 Road engines must not take water at Don Luis. Engines making side trip to Don Luis must take full tank of water before leaving Bisbee Junction.

COCHISE-DOUGLAS BRANCH

131 Overhead ore unloading tipple, spur track Holmes, will not clear man on side or top of cars.

Engines and high cars must not pass under this tipple.

132 Trains flag road crossings east of Germania shaft and street crossings on Humboldt Line at Courtland.

133 Consolidation engines, larger than C-18 Class, must not use mine tracks at Pearce, Gleeson and Courtland.

Trains will not exceed 10 miles per hour through connection between EP&SW and AE tracks at Kelton.

GLOBE BRANCH

134 Piledriver S. P. M. W. 2534 will not clear water spouts on Globe Branch.

135 Train crews must use care at Live Oak and on Amster Branch, account heavy grade and impaired clearance.

136 Freight trains must not head into tracks of West Yard, Globe.

137 Train crews will use back-up hose when delivering cars to O. D. Co. transfer.

138 Trains will stop at Solwico crossing; flagman precede train and flag crossing.

139 Eastward trains will stop at Library, clear of public road crossing, account obscure view.

140 Flagman will precede train or engine and flag crossing at Mills St., Latham Blvd., and junction of Adonis and Keystone Avenues, Miami.

Train or engine, approaching these streets, will reduce speed to permit flagman to perform above duties, without stopping train, if possible.

141 In handling cars and when switching in yards at and between the following points, air must be cut through train and brakes known to be serviceable:

Between Train Yard and Mines at Globe and at Miami; between Globe Train Yard and Amster; between Globe Train Yard and Old Dominion Interchange.

In all instances on the severe grades cars must be pulled or shoved to a stop, and before being cut off air bled, hand brakes securely set after air is bled off and cars blocked. Derail must be lined to protect against cars rolling out or getting beyond control.

142 Enginemen should favor Safford water tank all possible account shortage at that point, but take full tanks at Tanque or Geronimo if necessary.

CLIFTON BRANCH

143 Engines will take a full tank of water at Guthrie. Engines out of Clifton will be given sufficient water to reach Guthrie.

144 Tunnels between 220.9 and M. P. 223.3 are numbered 1 to 6, consecutively, from Clifton. Trains will approach Tunnel No. 6 with caution.

145. Three rail tracks between east terminus Clifton yard and Smelter. P. D. Company trains will protect against Southern Pacific trains. Southern Pacific trains will move with caution.

146 Engines, using main lead in lower yard at Smelter, will sound whistle when approaching crossings, at both east and west end of converter building.

TYRONE BRANCH

150 Train crews must use care account heavy grade and impaired clearance.

151 Trolley wires over tracks leading to mine at Tyrone, and poles supporting trolley wires, extend from a point 500 feet east of coal track, eastward to mine, do not clear man on top or sides of car. Tracks leading to mine, switch back, and lumber track can not be used. Track under ore bin can not be used by engines and high cars. Switching movements on tracks under trolley wires must not exceed six miles per hour.

152 Due to heavy grade at Tyrone, crews will not place cars on house track between freight house platform and house track switch, nor on team track between a point 200 feet from end of track and team track switch, the latter point being designated by a white post.

153 Shed covering concentrator filter located on scale track lower side of mill at Tyrone, will not clear a man on top of car.

SPEED RESTRICTIONS

Maximum speed of passenger trains is 60 miles per hour, and freight and mixed trains 35 miles per hour subject to restrictions as shown elsewhere.

Pages	Between	Passenger	Freight or Mixed	Engines or Motor Cars Backing	Motors or Engines Backing thru Yards and over Highway Crossings
7-8	Perilla-Mastodon	60	35	20	10
4-8	Mastodon-El Paso	50	35	20	10
4-5	Lordsburg-Strauss	60	35	20	10
2-3	Tucson-Manzoro	50	35	20	10
2-3	Manzoro-Drury	60	35	20	10
2-3	Drury-Lordsburg	50	35	20	10
4-5	Strauss-Rio Grande	50	35	20	10
6-7	Mescal-Perilla	50	35	20	10
10	Benson Jct.-Benson	15	15	15	10
10	Tombstone-Fairbank	20	20	15	10
10	Ft. Huachuca-Lewis Spgs.	25	25	15	10
11	Fairbank-Patagonia	35	25	15	10
11	Patagonia-Calabasas	35	20	15	10
9	Bisbee-Bisbee Jct.	30	20	15	10
9	Corta-Lowell via Don Luis	20	20	15	10
9	Cochise-Douglas	25	25	15	10
10	Hachita-Clifton	40	30	15	10
10	Hermanas-Deming	30	25	15	10
10	Burro Mtn. Jct.-Tyrone	20	20	15	10
11	Bowie-Miami	40	30	20	10
2-3-4-5-13	Interlocking Limits, Lordsburg and Deming	30	30	15	10
2-3-6-12-13	Mescal, Main, track 2	50	35	15	10
	Turnouts and on East connections, and turnouts and on West connections, when using normal route	35	25	15	10
	When moving on other cross-overs and turnouts at Mescal	15	15	10	10
2 to 11 inc.	Cross-overs and turn-outs	8	8	8	8

MAXIMUM SPEED OF LIGHT ENGINES	Running Forward	Running Backward
Mogul	45	20
Mikado	40	20
Mountain	50	20
Consolidation—Class C-18 and C-19	40	20
Consolidation—Class C-20, C-21, C-22, and C-23	35	20
2-10-2 Type	35	20

Passenger trains must not exceed 40 miles per hour on curves of six degrees, and 30 miles per hour on curves of 7 to 10 degrees.

Engines, running light, must not exceed freight train speed, unless otherwise directed.

Engines, pushing cars ahead, must not exceed 20 miles per hour.

Yard engines, in service, must not exceed 20 miles per hour.

Relief trains, with steam derricks, must not exceed 25 miles per hour on tangent track, and will observe other speed restrictions for freight trains.

Ore trains must not exceed 18 miles per hour between Don Luis and Bisbee Jct. and 25 miles per hour between Bisbee Jct. and Calumet.

TW-3, 2-10-2 Type F1, F3, F4 and F5, Consolidation, and Mikado class engines must not be used in passenger service, except in case of emergency. When so used, TW-3 and 2-10-2 class Type F3, F4 and F5 must not exceed freight train speed, and 2-10-2 class Type F1, Consolidation and Mikado class engines must not exceed 45 miles per hour.

Through station limits at Columbus and Rodeo passenger trains will not exceed thirty and other trains twenty miles per hour.

NORTH LINE

Reduce Speed Between	Passenger	Freight
M. P. 983.9 and 986.0 Tucson Yard (See Page 12 Tucson Sub-Division.)		
M. P. 1004.3 and 1010.4 5 and 10 degree curves	30	20
M. P. 1012.6 and 1014.0 5, 6, 7 and 10 degree curves	30	20
M. P. 1016.8 and 1019.0 5, 6 and 10 degree curves	30	20
M. P. 1020.6 and 1021.3 5 and 6 degree curves	40	30
M. P. 1030.9 and 1031.3 5 degree curves	45	30
Between east and west switches Benson yard	30	30
M. P. 1037.0 and 1039.8 5, 6, 7, 9 and 10 degree curves	30	20
Between Sibyl and Tully, M. P. 1042 and 1043 on 5° curves	45	30
M. P. 1044.5 and 1045.1 6 and 10 degree curves	30	20
M. P. 1047.5 and 1048.7 5 and 6 degree curves	40	30
M. P. 1050.7 and 1050.9 6 degree curve	40	30
M. P. 1074.3 and 1075.3 City Limits Willcox	30	30
M. P. 1122.5 and 1122.6 6 degree curve	40	30
M. P. 1124.6 and 1128.7 5, 6, 7, 9 and 10 degree curves	30	20
M. P. 1207.9 over Gold Avenue Crossing, Deming	8	8
M. P. 1283.6 and 1284.4 5 degree curves	45	30
M. P. 1286.9 and 1287.4 5 degree curves	45	30
M. P. 1289.4 over Crossovers Anapra between North and South Lines and be governed by Rule 98 and 98a.	35	25
M. P. 1291.6 and 1292.7 5 degree curves	45	30
Except		
M. P. 1291.9 Eastward Trains over Brickland Switch	20	20
Junction switch Slag TandNO tracks 1 and 2	15	15

SOUTH LINE

Reduce Speed Between	Passenger	Freight
M. P. 1047.8 S. P. R. R. Crossing	10	10
M. P. 1053.5 and 1053.8 7 degree curve, look out for falling rocks	35	25
M. P. 1066.2 and 1066.4 4 degree curve	45	30
M. P. 1068.7 and 1068.9 4 degree 30 min. curve	45	30
M. P. 1080.9 West switch Naco Yard for Eastward Trains	20	20
West switch Naco Yard for Westward Trains	40	30
M. P. 1080.8 and 1081.0 5 degree curve	45	30
M. P. 1088.7 and 1089.2 Approaches to, and Crook Tunnel	25	15
M. P. 1090.1 and 1091.7 5 degree curves	45	30
M. P. 1092.7 and 1093.1 6 degree curve	40	30
Douglas Passenger Station and 16th Street	10	10
16th Street and Cochise-Douglas Branch Sw., Douglas	30	20
M. P. 1115.1 and 1117.0 5 and 6 degree curves	40	30
M. P. 1118.8 and 1120.7 5 and 6 degree curves	30	20
M. P. 1121.8 and 1124.2 4, 5 and 6 degree curves	30	20
M. P. 1124.4 and 1126.1 6 degree curves	40	30
M. P. 1134.6 and 1134.8 4 degree curve	45	30
M. P. 1139.7 and 1140.2 reverse curves	45	30
M. P. 1164.6 and 1164.7 5 degree curve	45	30
M. P. 1166.2 and 1167.8 5 degree curves	45	30
M. P. 1169.0 and 1169.1 4 degree curve	45	30
M. P. 1184.2 and 1184.6 4 degree curve	45	30
M. P. 1229.1 and 1229.3 5 degree curve	45	30
M. P. 1230.7 Deming Hermanas Branch Switch	40	30
M. P. 1243.5 and 1244.1 4 degree curves	45	30
M. P. 1266.0 and 1266.2 4 degree curve	45	30
M. P. 1283.5 and 1283.7 5 degree curve	45	30
M. P. 1291.8 and 1292.0 5 degree curve	45	30
M. P. 1314.3 and 1315.4 5 degree curves	45	30
M. P. 1317.7 over Crossovers Anapra between North and South Lines and be governed by Rules 98 and 98a.	35	25
M. P. 1317.5 and 1319.3 4 and 5 degree curves	45	30
M. P. 1319.3 and 1319.7 Approaches to andRio Grande Tunnel	25	25
El Paso City Limits	10	10
Tower 6 and El Paso Union Depot	6	6

GLOBE BRANCH

Reduce Speed Between	Passenger	Freight
M. P. 32.6 and 32.8	40	25
Between slow boards at Lone Star	20	20
City Limits, Safford and Pima	15	10
M. P. 90.6 and 91.1	20	20
M. P. 91.9 and 92.3	30	20
M. P. 93.2 and 93.5, 94.5 and 94.8, M. P. 108.2 and 108.6	40	25
M. P. 108.9 and 109.7	30	20
M. P. 118.0 and Globe East City Limit	30	20
Broad Street Crossing and Passenger Station, Globe	6	6
O. D. High Line	10	10
Globe and Amster	15	15
M. P. 125.7 and 126.0	40	25
M. P. 126.5 and 128.2	30	20
M. P. 128.2 and 128.6	40	25
M. P. 129.2 and 129.5	30	20
M. P. 131.3 and 131.7	40	25
Miami Yard Limits and Live Oak	15	15
Special passenger trains M. P. 80 and 98	30	

CLIFTON BRANCH

Reduce Speed Between	Passenger	Freight
Clifton and M. P. 211.3	20	20
M. P. 211.3 and Duncan	30	25
Curves between M. P. 202, 202.5, M. P. 204.3 and 204.4	20	20
Curves between M. P. 206.6 and 207.4 (York Canyon)	20	20
Gila River Bridge M. P. 213.8	10	10
Smelter and Clifton eastward, Oil Siding and Valedon	15	15

BISBEE BRANCH

Reduce Speed Between	Passenger	Freight
East leg of wye Bisbee Jct.	10	10
Naco Highway, Don Luis North and east legs of wye	6	6

CALABASAS BRANCH

Reduce Speed Between	Passenger	Freight
M. P. 1053 and 1055B	20	20
1085A and M. P. 1088	20	20
1097E and 1200 feet east M. P. 1109	20	15
1099 and 1101 with caution account rocks falling		

SPEED TABLE

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		21	2	51	31	1	56	41	1	27	51	1	11
8	7	30	22	2	43	32	1	52	42	1	25	52	1	9
10	6		23	2	36	33	1	49	43	1	23	53	1	8
12	5		24	2	30	34	1	45	44	1	21	54	1	7
15	4		25	2	24	35	1	42	45	1	20	55	1	6
16	3	45	26	2	18	36	1	40	46	1	18	56	1	4
17	3	31	27	2	13	37	1	37	47	1	16	57	1	3
18	3	20	28	2	8	38	1	34	48	1	15	58	1	2
19	3	9	29	2	4	39	1	33	49	1	13	59	1	1
20	3		30	2		40	1	30	50	1	12	60	1	0

LOCOMOTIVES TO BE USED ON BRANCH LINES ARE AS FOLLOWS:

Ft. Huachuca Branch	C-18 class and lighter engines
Tombstone Branch	C-18 class and lighter engines.
Cochise-Douglas Branch	C- 8 class and lighter engines.
Globe Branch	C- 8 class and lighter engines.
Clifton Branch	C- 8 class and lighter engines.
Tyrone Branch	C- 8 class and lighter engines.
Benson-Fairbank Branch	C- 8 class and lighter engines.
Deming-Hermanas Branch	C- 8 class and lighter engines.
Lordsburg-Hachita Branch	C- 9 class and lighter engines.
Calabasas Branch	Eight wheel engines with not more than 70,000 pounds on drivers. Ten wheel and Mogul engines with not more than 100,000 pounds on drivers. Twelve wheel and consolidation engines with not more than 125,000 pounds on drivers.

Exception: In case of detoured business heavier engines may run not to exceed 20 miles per hour over Deming-Hermanas and Lordsburg-Hachita Branches.

DISTRICT	Ruling Grades and Curves		
	Per Cent Grade	Degrees Curve	Equivalent Grade
Tucson to Lordsburg	1.40	10.00	1.43
Lordsburg to El Paso	1.00	5.00	1.20
Benson to Nogales	1.20	10.00	1 20
El Paso to Lordsburg	0.60	5.00	0.60
Lordsburg to Tucson	1.40	10.00	1.40
Nogales to Benson	1.42	10.00	1.40
Tucson to Douglas	1.00	7.00	1.00
Douglas to Hachita	1.00	6.00	1.00
Hachita to El Paso	1.00	5.00	1.00
El Paso to Hachita	1.00	5.00	1.00
Hachita to Douglas	1.00	6.00	1.00
Douglas to Tucson	1.00	7.00	1.00
Fairbank to Tombstone	2.50	8.00	2.50
Lewis Springs to Fort Huachuca	2.86	7.30	2.86
Bisbee Jct. to Bisbee	2.50	10.00	2.50
Douglas to Cochise	1.50	9.00	1.50
Cochise to Douglas	0.65	9.00	0.65
Hachita to Clifton	1.95	15.00	2.56
Clifton to Hachita	1.98	15.00	2.40
Bowie to Globe	2.20	8.00	2.20
Globe to Miami	1.40	10.00	1.40
Miami to Globe	2.00	10.00	2.00
Globe to Bowie	2.30	8.00	2.30
Hermanas to Tyrone	2.00	10.00	2.00
Tyrone to Hermanas	0.90	10.00	0.90

LOCATION HOSPITAL STRETCHERS

EL PASO UNION DEPOT EL PASO YARD OFFICE
DOUGLAS PASGR. STATION DOUGLAS YARD OFFICE
TUCSON BENSON BOWIE GLOBE
LORDSBURG DEMING BISBEE HACHITA
FAIRBANK BISBEE JCT.

HOSPITALS

GENERAL HOSPITAL, S. P. Hospital—San Francisco, Cal.
DIVISION HOSPITALS, Hotel Dieu—El Paso, Texas
St. Mary's—Tucson, Ariz.

Note.—Emergency surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

Location	Physicians' and Surgeons' Names	Title
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager
Tucson	Dr. C. A. Thomas	Division Surgeon.
Tucson	Dr. S. C. Davis	Division Surgeon.
Tucson	Dr. J. B. Littlefield	Assistant Surgeon.
Tucson	Dr. M. C. Comer	Oculist and Aurist.
Tucson	Dr. T. H. Cates	Assistant Oculist and Aurist.
Tucson	Dr. H. W. Fenner	Consulting Surgeon.
Benson	Dr. J. N. Morrison	District Surgeon.
Benson	Dr. R. E. Yellott	District Surgeon.
Cochise	Dr. J. B. Ellis	District Surgeon.
Gleeson	Dr. Wm. Wood	District Surgeon.
Willcox	Dr. J. C. Wilson	District Surgeon.
Willcox	Dr. B. E. Briscoe	Assistant District Surgeon.
Bowie	Dr. F. W. Parrish	District Surgeon.
Safford	Dr. J. N. Stratton	District Surgeon.
Pima	Dr. R. C. Dryden	District Surgeon.
San Carlos	Dr. C. H. Sawyer	District Surgeon.
Rice	Dr. J. H. Davis	Emergency Surgeon
Globe	Dr. Clarence Gunter	District Surgeon.
Globe	Dr. R. D. Kennedy	Assistant District Surgeon.
Globe	Dr. W. A. Holt	Consulting Surgeon.
Miami	Dr. C. M. Cron	District Surgeon.
Miami	Dr. J. E. Bacon	Assistant District Surgeon.
Miami	Dr. E. L. Christenson	Oculist and Aurist.
San Simon	Dr. M. L. Alexander	District Surgeon.
Lordsburg	Dr. C. P. Austin	District Surgeon.
Lordsburg	Dr. C. B. Austin	Assistant District Surgeon.
Clifton	Dr. F. W. Butler	District Surgeon.
Deming	Dr. F. D. Vickers	District Surgeon.
Deming	Dr. J. G. Moir	Assistant District Surgeon.
Tyrone	Dr. Carl Hagan	Emergency Surgeon.
	(Silver City)	
El Paso	Dr. R. L. Ramey	Division Surgeon.
El Paso	Dr. J. J. Gorman	Assistant Division Surgeon.
El Paso	Dr. S. F. King	Assistant Surgeon.
El Paso	Dr. H. H. Varner	Assistant Surgeon.
El Paso	Dr. E. W. Rheinheimer	Assistant Surgeon.
El Paso	Dr. J. M. Britton	Oculist and Aurist.
El Paso	Dr. F. S. Schuster	Assistant Oculist and Aurist.
El Paso	Dr. W. L. Brown	Consulting Surgeon.
	(Service limited to co	nsultation with Division Surgeon.)
Columbus	Dr. L. S. Johnston	District Surgeon.
Columbus	Dr. S. S. Warren	Assistant District Surgeon.
Hachita	Dr. E. J. Thornberry	District Surgeon.
Douglas	Dr. L. J. Tuttle	District Surgeon.
Douglas	Dr. N. V. Alessi	Assistant District Surgeon.
Douglas	Dr. Geo. M. Dunne	Assistant District Surgeon.
Douglas	Dr. John Cook	Oculist and Aurist.
Bisbee	Dr. G. A. Bridge	District Surgeon.
Bisbee	Dr. H. J. French	Assistant District Surgeon.
Bisbee	Dr. A. E. Cruthirds	Oculist and Aurist.
Naco	Dr. B. C. Tarbell	District Surgeon.
Tombstone	Dr. H. H. Hugart	District Surgeon.
Nogales	Dr. N. F. Cheneweth	District Surgeon

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	All Steel	Steel Underframe	Wood
Baggage—60 Ft.	92,100		
Baggage—66 Ft.	127,400		
Baggage—70 Ft.	121,300		
Baggage			77,600
Baggage—(Dynamo)	102,700		
Baggage and Mail—60 Ft.	102,200		
Baggage and Mail—69 Ft.	123,900		
Baggage and Mail—70 Ft.	127,500		
Baggage and Mail		97,800	78,600
Baggage and Passenger	117,250		72,300
Baggage—C. M. & St. P.	125,000		
Express Refr.—N. P. R. R.		74,000	60,000
Express Refr.—G. N. R. R.			70,000
Express Refr.—A. R. E. No. 40-154		78,000	
Express Refr.—A. R. E. No. 155-224		89,000	
Express Refr.—A. R. E. No. 500-506		110,000	
Express Refr. A. R. E. No. 1101-1175		85,000	
Express Refr.—P. F. E. No. 500-799		83,000	
Tea and Silk			48,100
Express, Horse	129,300		79,400
Postal	112,000		
Postal Storage—40 Ft.	74,100		
Postal Storage—60 Ft.	105,100		
Club	146,300	121,800	
Official	170,500	137,300	101,700
Official C. M. & St. P.	141,000		
Chair	101,700		84,800
Coaches—60 Ft.	100,100		
Coaches 70—Ft.	136,800		
Coaches—72 Ft.	138,900		
Coaches—72 Ft.—Interurban	120,000		
Coaches—C. M. & St. P.	133,000		
Coaches			75,000
All Day Lunch—Chair	100,500		
All Day Lunch—Coach	96,300		
Cafe—Coach			117,200
Diner—70 Ft.		134,900	129,000
Diner—72 Ft.	154,400	146,900	133,500
Diner—77 Ft.	153,300	156,600	
Diner—79 Ft.	167,500		
Cafe—Observation			119,000
Observation		137,700	122,000
Pullman—Observation	163,600	153,000	
Pullman—Parlor	155,600	147,500	
Pullman—Standard Sleeper	164,600	144,000	
Pullman—Tourist	140,600	133,000	
C. M. & St. P.—Tourist Sleeper	141,000		

STRUCTURES LESS THAN STANDARD CLEARANCE

MILE	STATION	STRUCTURE	TRACK	Impaired Clearance
		NORTH LINE		
1114.2	San Simon	Water Tank Spout		Overhead and Side
1168.0	Separ	Water Tank Spout		Overhead and Side
1188.5	Gage	Water Tank Spout	Main & Siding,	Overhead and Side
1291.9	Brickland	Rock Walls and Bridge Pier	Brickland Spur,	Overhead and Side
		SOUTH LINE		
997.8	Rita	Water Crane	Main and Siding	Side
1012.9	Marsh	Coal Chute	Main and Coal Track	Side
		House Track Platform	House Track	Side
		Stock Pen Platform	House Track	Side
1024.5	Miramonte	Stock Chute Platform	Siding	Side
1028.6	Whetstone	Water Crane	Main and Siding	Side
1048.2	Fairbank	Water Crane	Main and Siding	Side
		Water Filling Stands	Siding and Water Track	Side
		Freight Platform	House Track	Side
1069.0	Hereford	Water Crane	Main and Siding	Side
		Freight Platform	House Track	Side
		Stock Pen Platform	Stock Track	Side
1080.9	Naco	Freight Platform	Spur Track to Naco, Mex.	Side
		Stock Pen Platform	Spur Track to Naco, Mex.	Side
1085.0	Bisbee Jct.	Water Crane	Main and Siding	Side
		Coal Chute	Main and Coal Track	Side
		Old Pump House	Coal Track	Side
		Coal Bin	Coal Track	Side
		Cinder Platform	Depressed Cinder Track	Side
1089.0	Crook Tunnel			Overhead and Side
1096.9	Forrest	Water Crane	Main and Siding	Side
		Loading Bin	Paul Spur	Overhead and Side
1107.0	Douglas	Buildings & Platforms	All Industry Tracks	Side
		Freight Station Platform	Nacozari Main	Side
		Stock Pen Platforms	Stock Track	Side
1121.1	Cazador	Water Tank		Overhead and Side
1130.6	Bernardino	Stock Pen Platform	Siding	Side
1147.1	Apache	Stock Pen Platform	Stock Track	Side
		Water Tank and Spout		Overhead and Side
1158.7	Rodeo	Coal Chute	Main and Coal Track	Side
		Water Tank and Spout		Overhead and Side
		Stock Pen Platform	Siding	Side
		Ore Platform	Siding	Side
		Freight Platform	House Track	Side
1175.9	Animas	Freight Platform	House Track	Side
1181.4	Antelope	Stock Pen Platform	Siding	Side
		Water Tank and Spout		Overhead and Side
1202.9	Minero	Ore Platform	Siding	Side
1206.3	Hachita	Tool House	West Leg Wye	Side
		Stock Pen Platform	Stock Track	Side
		Freight Platform	House Track	Side
		Ore Platform	Ore Loading Track	Side
		Coal Chute	Main and Coal Track	Side
		Coal Bin	Coal Track	Side
		Caboose Storage Shed	East Caboose Track,	Overhead and Side
1230.9	Hermanas	Freight Platform	House Track	Side
1250.3	Columbus	Freight Platform	Siding and House Track	Side
		Stock Pen Platform	Siding	Side
		Coal Chute	Main and Coal Track	Side
		Coal Bin	Coal Track	Side
1263.6	Arena	Stock Pen Platform	Siding	Side
1285.6	Mt. Riley	Water Crane	Main	Side
		Stock Pen Platform	Siding	Side
1299.0	Noria	Stock Pen Platform	Stock Track	Side
		Coal Bin	Stock Track	Side
		Water Crane	Main and Siding	Side
1308.9	Mastadon	Stock Pen Platform	Siding	Side
1319.1	Bowen	Loading Chute	Siding	Side
		Rock Retaining Wall	Siding	Side
1319.5	Rio Grande Tunnel			Overhead and Side
1321.3	Overhead Bridge G. H. & S. A.			Overhead and Side
1295.9	El Paso	Buildings & Platforms	Globe Mill Tracks,	Overhead and Side
		Building & Platform	Neff-Stiles Spur	Side
		Building	K. Z. & M. Spur	Side
	El Paso Pacific Lines Yard	Freight Station Platform	House Tracks	Side
		Freight Platform	Team Track	Side
		Auto Unloading Platform	Auto Track	Side
		SOUTH LINE, Continued		
	El Paso Pacific Lines Yard	Rock Loading Chute	Dudley & Orr Spur,	Overhead and Side
		Coal Bins	So. West Fuel Co. Spur	Side
		Water Crane	Main Shop Track	Side
	El Paso Shop Yard	Coal Chute	Coaling Track	Side
		Retaining Wall		
		Platform South Side Store House	Coal Chute Track, East End,	Side
	El Paso	Impaired Clearances both overhead and side, in the form of buildings, bins, platforms, fences, telephone or power poles, overhead telephone or power or high power trolley wires, exist on all tracks leading off of the River Track, and out of the old Northeastern Yard.		
		BENSON-FAIRBANK BRANCH		
290.2	St. David	Freight Platform	Main	Side
		Sand Loading Platform	Siding	Side
288.5	Curtiss	Warehouse Platform	Apache Powder Co. Tracks	Side
		Coal Grinder House	Apache Powder Co. Tracks	Side
		Soda House	Apache Powder Co. Tracks	Side
285.9	Land	Freight Platform	Main	Side
		CALABASAS BRANCH		
1048.2	Fairbank	Water Tank Spout		Overhead and Side
		Oil Crane		Overhead and Side
1051.9		Bridge over San Pedro River		Overhead
1055.3		Bridge over Babacomari Creek		Overhead
1067.4		Bridge over Babacomari Creek		Overhead
1073.8	Elgin	Water Tank Spout		Overhead and Side
1104.7		Bridge over Sonoita Creek		Overhead
1108.6		Bridge over Sonoita Creek		Overhead
		TOMBSTONE BRANCH		
284.9	Tombstone	Sand Loading Platform	Siding	Side
		Two Ore Platforms	Siding	Side
		Freight Platforms	Siding	Side
		Ore Chute	Bunker Hill upper lead	Side
		Ore Platform	Bunker Hill lower lead	Side
		FORT HUACHUCA BRANCH		
278.5	Ft. Huachuca	Freight Platform	Main and House Tracks	Side
		Government Structures Oat Bin Platform and Coal Bin	Main Track	Side
		Repair Shop, Tool House, and Warehouse Platform	Commissary Track	Side
		BISBEE BRANCH		
242.3	Corta	Impaired clearances, both overhead and side, in the form of buildings, bins, platforms, fences, telephone or power poles, overhead telephone or power wires, exist on all tracks, on the Bisbee Branch east of Corta, on both the Corta to Warren to Bisbee and Corta to Don Luis to Bisbee Lines.		
246.9	Bisbee			
		COCHISE-DOUGLAS BRANCH		
28.4	Kelton	Water Tank and Spout		Overhead and Side
234.6	McNeal	Stock Pen Platform	Siding	Side
		COURTLAND BRANCH		
250.9	Courtland	Freight Platform	Siding	Side
		GLEESON BRANCH		
31.6	Holmes	Freight Platform	Siding	Side
		GLOBE BRANCH		
19.9	Tanque	Water Tank and Spout		Overhead and Side
39.6	Safford	Water Tank and Spout		Overhead and Side
66.3	Geronimo	Water Tank and Spout		Overhead and Side
92.5	San Carlos	Water Tank and Spout		Overhead and Side
103.1	Rice	Water Tank and Spout		Overhead and Side
123.6	Globe	Bins and Powerhouse	River Track	Side
		Platforms & Buildings	House Track	Side
		Scale House	Tracks No. 4 and 6	Side
		Lumber Shed	Track No. 11	Side
123.6	Globe	Engine Shed, Fire hose House, and 4 oil stand pipes	Oil Track	Side
		GLOBE BRANCH, Continued		
123.6	Globe	Warehouse	Solwico Spur	Side
134.0	Miami	Fence	Texas & Standard Oil Track,	Side
		Oil Tank & Coal Bins	Texas Oil Track	Side
136.2		Chute	Inspiration Spur	Side
	All Water Stations	Pile driver S. P. 2534 will not clear water spouts on Globe Branch		Overhead and Side
		AMSTER BRANCH		
5.7	Amster	Ore Chute	S. & B. Mine Spur	Overhead and Side
		CLIFTON BRANCH		
1148.3	Lordsburg	Passenger Station Roof	House Track	Overhead and Side
	A. & N. M. Yard	Freight Platform	House Track	Side
189.8	Franklin	Freight Platform and Stock Chute Platform	Siding	Side
193.2	Duncan	Ore Platform and Coal Bin	Siding	Side
		Freight Platform	House Track	Side
		Lumber Sheds and Trees	Lumber Spur	Side
		Water Crane	Main and Siding	Side
		Trees Through Station Grounds	All Tracks	Overhead and Side
195.8	Fox	Stock Pen Platform		Side
201.5	Sheldon	Freight Platform	Siding	Side
208.0	York	Freight Platform	Siding	Side
214.1	Guthrie	Concrete Platform	Main-West Switch	Side
		Gila River Bridge		Overhead and Side
		Water Crane	Main	Side
218.7	South Siding	Stock Pen Platform	Siding	Side
223.1	Smelter	Freight Platform	Siding	Side
		Buildings, platforms, overhead bridges and trolley wires	Yard Tracks	Overhead and Side
225.2	Clifton	San Francisco River Bridge		Overhead and Side
		Freight House Platform		Side
		Buildings, platforms, coal chute, water crane, etc.	Yard Tracks East of P. D. Co. Store	Overhead and Side
198 to 225.2		Rock Cuts		Side
220.3 to 225.2		Tunnels No. 1, 2, 3, 4, 5 and 6		Overhead and Side
		VALEDON BRANCH		
158.8	Lawrence	Ore Loading Platform	Spur	Side
159.3	Valedon	Between Lawrence and Valedon First Rock cut, old platform and concrete wall, ore loading chute, coal bin, rock wall, store building, coal and hay unloading chutes.	Main and Spur Tracks	Overhead and Side
		LORDSBURG-HACHITA BRANCH		
155.2	Oil Siding	Two Ore Platforms	Spur	Side
145.6	Robert	Stock Chute Platform	Siding	Side
135.0	Brockman	Tank & Water Crane	Main and Siding	Side
		DEMING-HERMANAS BRANCH		
1208.0	Deming Old Yard	Freight Platform	House Track	Side
114.9	Hondale	Canning Factory and Coal Bin	Spur	Side
108.9	Midway	Freight Platform	Spur	Side
102.7	Tomerlin	Ore Platform	Siding	Side
1230.9	Hermanas	Stock Pen Platform	Siding	Side
		TYRONE BRANCH		
169.1	Mill Spur	Ore Unloading Bins	Mill Yard	Overhead and Side
170.6	Tyrone	Main Supply Platform	Mine Yard Track	Side
		Gate to P. D. Lumber Yard	Mine Track	Overhead and Side
		Trolley Wires and Poles,	Mine Yard Tracks,	Overhead and Side
		Freight House Platform	House Track	Side
		P. D. Warehouse Platform	Main Track	Side
		Shed over Concentrator Filter	Scale Track	Overhead

Employes are warned that it is dangerous to ride on top or sides of cars at above mentioned points.

RATING OF LOCOMOTIVES—RIO GRANDE DIVISION

IN M's OF 1000 LBS. BACK OF TENDER

BRANCH LINES

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Bisbee Jct.-Bisbee Lewis Springs-Ft. Huachuca Fairbank-Tombstone Burro Mtn. Jct.-Tyrone	Bisbee-Bisbee Jct. Ft. Huachuca-Lewis Springs Tombstone-Fairbank Elgin-Fairbank Sonoita-Calabasas	Tyrone-Burro Mtn. Jct. Fairbank-Sonoita Calabasas-Elgin Benson-Benson Jct. Benson Jct.-Benson Douglas-Cochise	Cochise-Douglas Deming-Hermanas Hermanas-Deming Hachita-Guthrie Duncan-Hachita So. Siding-Duncan	Guthrie-So. Siding Clifton-So. Siding	San Carlos-Cutter	Cutter-Pinal Globe-Pinal	Miami-Globe	So. Siding-Clifton Pinal-Globe Pinal-San Carlos	San Carlos-Tanque	Tanque-Bowie	Globe-Miami	Bowie-San Carlos
T-11	T—57-18/24-81	2124-2131-2133	160	550	6000	670	1040	500	990	470	730	6000	1690	1280	1370	1980
T-2	T—63-19/24-105	2221 to 2234														
T-31	T—63-22/28-162-S	2353 to 2362	200	1240	8000	1490	2240	1140	2130	1110	1600	8000	3550	2740	2910	4150
T-32	T—69-23/28-174-S	2363 to 2370														
T-32	T—69-23/28-174-S	2371 to 2384	210	1290	8000	1550	2340	1180	2230	1140	1660	8000	3720	2860	3050	4360
P-1, 3	P—77-22/28-141-S	2400 to 2437	210	990	6000	1210	1850	900	1760	870	1300	6000	2980	2290	2430	3500
C-9, 10	C—57-22/30-200-SF	2513 to 2599, 2752-2836 2839-2857	210	1470	8000	1770	2640	1350	2510	1310	1890	8000	4170	3220	3430	4900
C-9, 10	C—57-22/30-194-S	2513 to 2599, 2752 to 2836, 2839 to 2857														
C-8	C—57-22/30-192-S	2698 to 2751														
C-5	C—57-22/30-187-S	2624 to 2679														
C-5	C—57-22/30-185-S	2680 to 2693														
C-9	C—57-22/30-187	2513 to 2599, 2752 to 2830	200	1290	8000	1550	2330	1180	2220	1140	1660	8000	3700	2850	3040	4330
C-8	C—57-22/30-184	2698 to 2751														
C-5	C—57-22/30-180	2624 to 2679														
C-5	C—57-22/30-178	2680 to 2693														
TW-3	TW—50-20/26-120	2932 to 2945	170	940	6000	1120	1680	860	1600	830	1200	6000	2650	2050	2180	3100
P-11	P—68-24/26-157-S	3100 to 3109	176	1050	8000	1270	1940	950	1850	920	1370	8000	3130	2390	2550	3670
P-12	P—73-27/28-186-S	3120 to 3129	190	1490	8000	1790	2720	1350	2590	1310	1930	8000	4350	3340	3550	5100
MK 5, 6	MK—63-26/28-210-S	3241 to 3277	200	1800	10000				3050	1600	2300	10000	5040	3890	4140	5880
MK 7, 8, 9	MK—63-29/30-247-S	3300 to 3324	176	2070	10000				3500	1840	2640	10000	5790	4480	4760	6750
C-18	C—57-22/28-169-S	3400 to 3409	200	1390	8000	1650	2450	1270	2330	1240	1760	8000	3840	2970	3160	4480
C-19	C—57-22½/28-178-S	3410 to 3426	200	1430	8000	1700	2530	1310	2420	1270	1820	8000	4000	3090	3290	4670
C-20, 21	C—57-25/30-196-S	3440 to 3449	170	1540	8000	1840	2740	1410	2610	1370	1970	8000	4330	3340	3550	5060
C-23	C—57-23/30-193-S	3450 to 3451	200													
C-22	C—57-25/30-193-S	3452 to 3469	170													
F-1	F—63-27½/32-273-S	3600 to 3652	200	2190	10000											
F-3	F—63-29½/32-297-S	3653 to 3667	200	2490	10000											
F-4, 5	F—63-29½/32-306-B-61-SF	3668 to 3763	200	2770	10000											
F-5	F—63-29½/32-306-B-62-SF	3764 to 3768														
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS	LESS THAN 40 Ms.			3	6	3	6	3	6	3	3	6	6	6	6	6
	40 Ms. TO 50 Ms.			0	3	0	3	0	3	0	0	3	3	3	3	3

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in direction indicated between the stations shown.

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$C\text{-}57\text{——}\frac{22}{30}\text{——}187$$

CLASS "C"—Consolidated engine
"T"—Ten-wheelers
"M"—Moguls
"Mk"—Mikado
"TW"—Twelve-wheelers

"E"—Eight-wheelers
"P"—Pacific Type
"F"—2-10-2
"Mt."—Mountain

RATING OF LOCOMOTIVES—RIO GRANDE DIVISION

IN M's OF 1000 LBS. BACK OF TENDER

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	SOUTH LINE							NORTH LINE										
				EASTWARD			WESTWARD				EASTWARD						WESTWARD				
				Tucson-Mescal Douglas-Cazador Rodeo-Pratt Hachita-Continental Ford-Mimbres Arena-Altair Mt. Riley-Potrillo Hereford-Naco	Mescal-Fairbank Bisbee Jct.-Douglas Chiricahua-Rodeo Mimbres-Arena Potrillo-El Paso	Fairbank-Hereford Naco-Bisbee Jct. Cazador-Chiricahua Pratt-Hachita Continental-Ford Altair-Mt. Riley	El Paso-Mastodon Playas-Antelope Apache-College Pk. Douglas-Bisbee Jct Rodeo-Apache	Noria-Potrillo Columbus-Mimbres Ford-Savoya Victorio-Hachita Hachita-Vista	Mastodon-Noria Savoya-Victorio Fairbank-Mescal Altair-Columbus	Potrillo-Altair Mimbres-Ford Vista-Playas Antelope-Rodeo College Pk-Douglas Bisbee Jct.-Fairb'k Mescal-Tucson	Tucson-Mescal	Benson-Dragoon San Simon-Steins	Mescal-Benson Dragoon-Willcox Raso-San Simon Steins-Conrad Pyra-Lordsburg Wilna-Myndus Aden-El Paso	Willcox-Raso Conrad-Pyra	Lisbon-Hawkins	Lordsburg-Lisbon Hawkins-Wilna Myndus-Aden	El Paso-Strauss Afton-Aden Lordsburg-Pyra	Aden-Myndus Wilna-Lordsburg Pyra-Mondel Steins-San Simon Raso 2 m. E. Cochise Dragoon-Benson Mescal-Tucson	Myndus-Wilna Strauss-Afton San Simon-Bowie	Bowie-Raso 2 m. E. Cochise to Dragoon	Mondel-Steins Benson-Mescal
T-31	T—63-22/28-162-S	2353 to 2362	200	2150	8000	2750	2300	2950	4350	8000	2150	1650	8000	3200	3550	4700	3550	8000	4000	2450	1650
T-32	T—69-23/28-174-S	2363 to 2370																			
T-32	T—69-23/28-174-S	2371 to 2384	210	2250	8000	2850	2400	3100	4550	8000	2250	1750	8000	3350	3700	4900	3700	8000	4150	2550	1750
P-1, 3	P—77-22/28-141-S	2400 to 2437	210	1750	6000	2300	1800	2450	3650	6000	1750	1350	6000	2700	3000	3950	3000	6000	3350	2035	1350
C-9, 10	C—57-22/30-194-S	2513 to 2599, 2752 to 2836 2839 to 2857	210	2500	8000	3200	2700	3450	5100	8000	2500	1950	8000	3750	4150	5500	4150	8000	4650	2900	1950
C-9, 10	C—57-22/30-200-SF	2513 to 2599, 2852 to 2836 2839 to 2857																			
C-8	C—57-22/30-192-S	2698 to 2751																			
C-9	C—57-22/30-187	2513 to 2599, 2752 to 2830	200	2500	8000	2850	2700	3450	5100	8000	2500	1950	8000	3750	4150	5500	4150	8000	4650	2900	1950
C-9	C—57-22/30-200-SF	2858 to 2860																			
C-8	C—57-22/30-184	2698 to 2751																			
C-5	C—57-22/30-187-S	2624 to 2679	210	2500	8000	3200	2700	3450	5100	8000	2500	1950	8000	3750	4150	5500	4150	8000	4650	2900	1950
C-5	C—57-22/30-185-S	2680 to 2693																			
C-5	C—57-22/30-180	2624 to 2679	200	2500	8000	2850	2700	3450	5100	8000	2500	1950	8000	3750	4150	5500	4150	8000	4650	2900	1950
C-5	C—57-22/30-178	2680 to 2693																			
TW-3	TW—50-20/26-120	2932 to 2945	170	1600	6000	2050	1750	2200	3250	6000	1600	1250	6000	2400	2650	3500	2650	6000	2950	1850	1250
P-11	P—68-24/26-157-S	3100 to 3109	176	1850	8000	2400	2000	2600	3850	8000	1850	1450	8000	2800	3150	4150	3150	8000	3500	2150	1450
P-12	P—73-27/28-186-S	3120 to 3129	190	2600	8000	3350	2800	3600	5300	8000	2600	2000	8000	3900	4350	5750	4350	8000	4900	3000	2000
MK-5, 6	MK—63-26/28-210-S	3241 to 3277	200	3050	8000	3900	3300	4200	6150	8000	3050	2400	8000	4550	5050	6650	5050	8000	5650	3500	2400
MK-7,8,9	MK—63-29/30-247-S	3300 to 3324	176	3500	8000	4200	3800	4800	7050	8000	3500	2750	8000	5200	5800	7650	5800	8000	6500	4000	2750
C-18	C—57-22/28-169-S	3400 to 3409	200	2200	8000	3000	2500	3200	4700	8000	2200	1700	8000	3200	3850	5050	3850	8000	4300	2650	1850
C-19	C—57-22½/28-178-S	3410 to 3426	200	2300	8000	3100	2600	3350	4850	8000	2300	1800	8000	3400	4000	5250	4000	8000	4450	2750	1900
C-20, 21	C—57-25/30-196-S	3440 to 3449	170	2600	8000	3350	2850	3600	5250	8000	2600	2050	8000	3900	4350	5700	4350	8000	4850	3000	2050
C-23	C—57-23/30-193-S	3450, 3451	200																		
C-22	C—57-25/30-193-S	3452 to 3469	170																		
F-1	F—63-27½/32-273-S	3600 to 3652	200	3700	10000	4750	4000	5100	7450	10000	3700	2900	10000	5500	6100	8050	6100	10000	6850	4250	2900
F-3	F—63-29½/32-297-S	3653 to 3667	200	4200	10000	5400	4550	5800	8500	10000	4200	3300	10000	6300	7000	9200	7000	10000	7800	4850	3300
F-4, 5	F—63-29½/32-306/B-62-SF	3668 to 3763	200	4750	10000	6100	5150	6550	9550	10000	4750	3750	10000	7100	7850	10000	7850	10000	8800	5450	3750
F-5	F—63-29½/32-306/B-62-SF	3764 to 3768																			
Mt-1	Mt—73-28/30-246/B-60-SF	4300 to 4327	210	3800	10000	4850	4100	5250	7700	10000	3800	2950	10000	5650	6300	8300	6300	10000	7050	4350	2950
Mt-2	Mt—73-29/30-262-SF	4385 to 4390	210	3550	10000	4600	3850	4950	7300	10000	3550	2800	10000	5350	5950	7900	5950	10000	6700	4100	2800
ALLOWANCE FOR EMPTY AND UNDERLOAD CARS		LESS THAN 40 M's 40 TO 50 M's		6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3	6 3

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in direction indicated between the stations shown.

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

22
C-57——187
30

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"M"—Moguls
"Mk"—Mikado
"TW"—Twelve-wheelers

"E"—Eight-wheelers
"P"—Pacific Type
"F"—2-10-2
"Mt."—Mountain

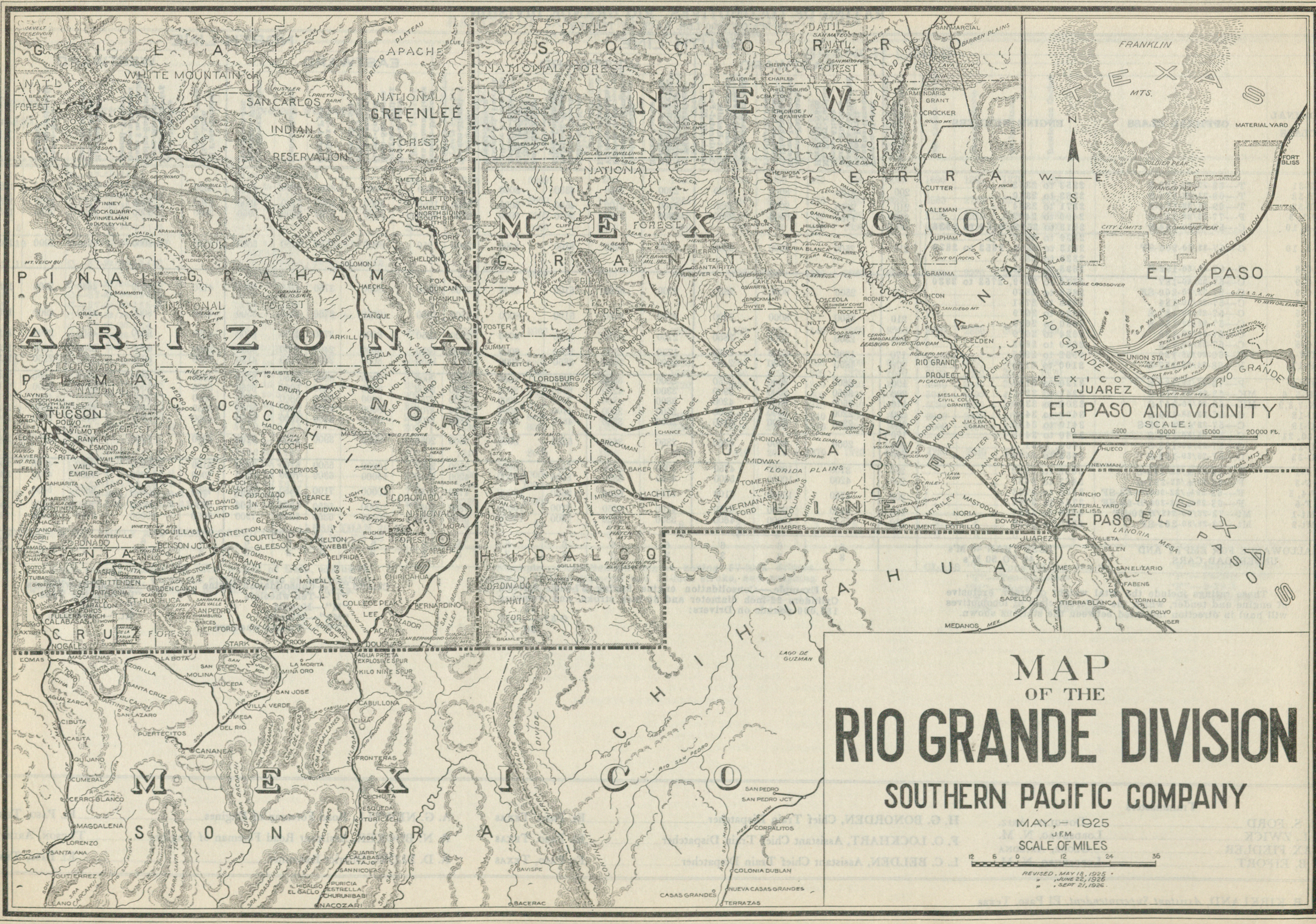
Trainmasters

W. S. FORD	DOUGLAS, ARIZ.
C. L. ZWICK	LORDSBURG, N. M.
MAX FIEDLER	GLOBE, ARIZONA
C. B. EIFORT	LORDSBURG, N. M.

H. G. BONORDEN, Chief Train Dispatcher	EL PASO, TEXAS
F. O. LOCKHART, Assistant Chief Train Dispatcher	EL PASO, TEXAS
L. C. BELDEN, Assistant Chief Train Dispatcher	EL PASO, TEXAS

A. G. NEWELL, Road Foreman of Engines	EL PASO, TEXAS
R. N. BOOKER, Assistant Road Foreman of Engines	TUCSON, ARIZONA
R. D. BLOSS, District Examiner	EL PASO, TEXAS

W. B. KIRKLAND, *Assistant Superintendent*, El Paso, Texas


ARIZONA
NEW MEXICO
TEXAS
MEXICO
SONORA
CHIHUAHUA
GILA NAT'L FOREST
WHITE MOUNTAIN
SAN CARLOS INDIAN RESERVATION
APACHE NATIONAL FOREST
GREENLEE
GRAHAM
PINAL
PIMA
COCHISE
SANTA CRUZ
CORONADO NATIONAL FOREST
SOCORRO
DATIL NATIONAL FOREST
GILA NATIONAL FOREST
GRANT
SIERRA
LUNA
HIDALGO
DONA ANA
NORTH LINE
SOUTH LINE
TUCSON
BENSON JCT.
FAIRBANK
TOMBSTONE
BISBEE
NACO
DOUGLAS
AGUA PRIETA
NOGALES
WILLCOX
BOWIE
COCHISE
CLIFTON
LORDSBURG
SILVER CITY
DEMING
HACHITA
HERMANAS
COLUMBUS
RIO GRANDE
LAS CRUCES
SAN MARCIAL
ENGLE
RINCON
MESILLA
EL PASO
JUAREZ
CANANEA
MAGDALENA
NACOZARI
CASAS GRANDES
NUEVA CASAS GRANDES
COLONIA DUBLAN
LAGO DE GUZMAN
RIO CASAS GRANDES
RIO SAN PEDRO
SIERRA MADRE
FLORIDA PLAINS
EL PASO AND VICINITY
SCALE:
0
5000
10000
15000
20000 Ft.
FRANKLIN MTS.
FORT BLISS
MATERIAL YARD
CITY LIMITS
UNION STA.
S.P. YARDS AND SHOPS
NEW MEXICO DIVISION
G.H.&S.A. RY.
TO NEW ORLEANS
TEXAS & PACIFIC RY.
INTERNATIONAL BOUNDARY
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W

MAP
OF THE
RIO GRANDE DIVISION
SOUTHERN PACIFIC COMPANY

MAY, – 1925

J.F.M.

SCALE OF MILES

12 6 0 12 24 36

REVISED, MAY 18, 1925.
" , JUNE 22, 1926
" , SEPT 21, 1926.